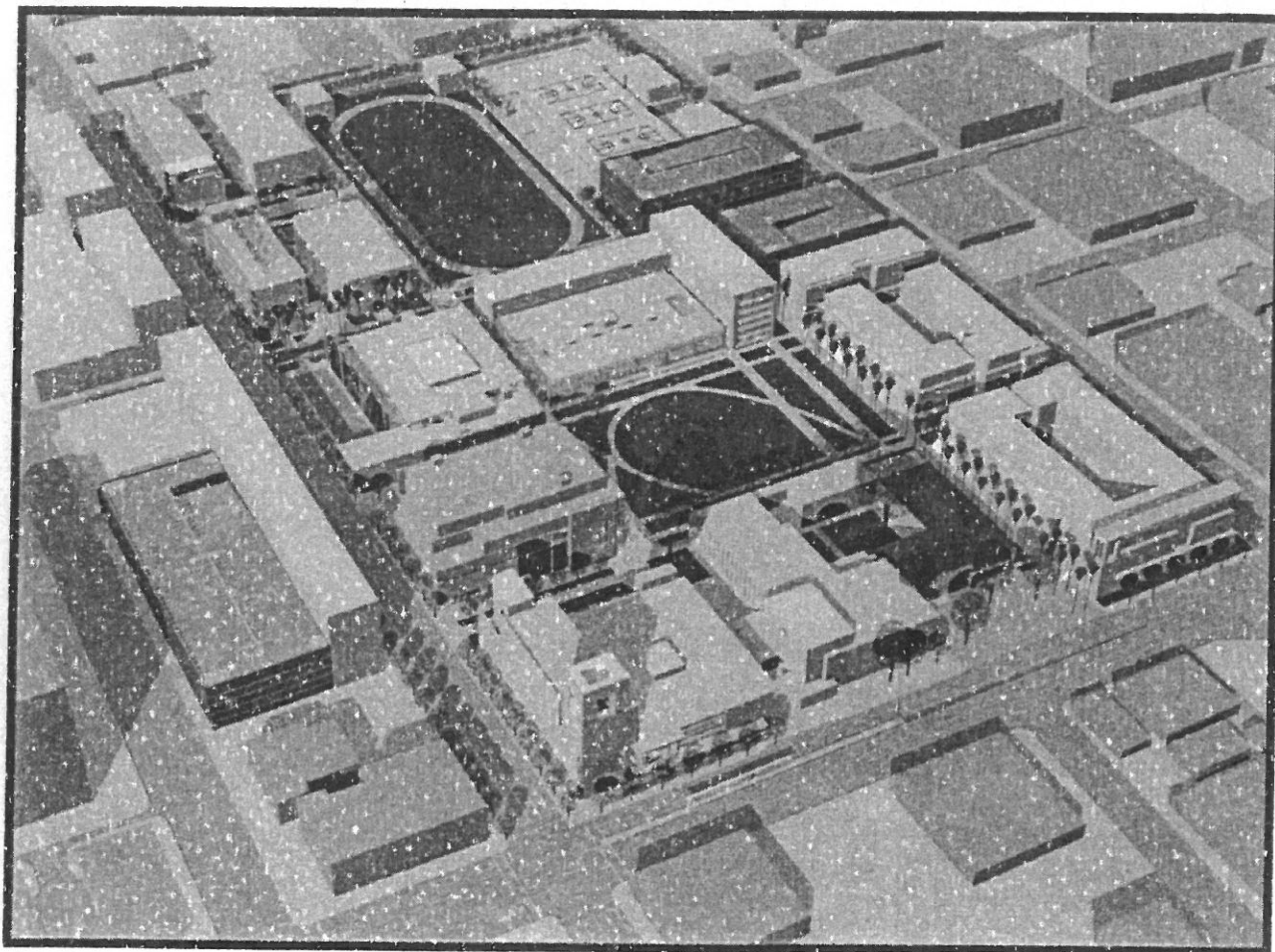


# LOS ANGELES TRADE-TECHNICAL COLLEGE THIRTY-YEAR MASTER PLAN



## FINAL ENVIRONMENTAL IMPACT REPORT

Prepared for:  
Los Angeles Community College District

*SCH No. 2004121007*

*May 27, 2005*

Prepared by:



CHRISTOPHER A. JOSEPH & ASSOCIATES  
Environmental Planning and Research

**ACG & AVA**  
Los Angeles Community College District  
Proposition A Bond Program

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Environmental Planning and Research

11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064





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<sup>1</sup> For review of Appendix C, please contact: Mary Ann Breckell, Vice President, Administration Los Angeles Trade-Technical Community College, 400 W. Washington Blvd., Building A, Room A-108 Los Angeles, CA 90015-4181



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## I. INTRODUCTION & EXECUTIVE SUMMARY

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### INTRODUCTION

#### Overview of CEQA and the Pubic Review Process

The California Environmental Quality Act (CEQA) (Public Resources Code (P.R.C.) Division 13, § 21000 et seq.) was enacted in 1970 with the main objective of providing public disclosure to inform decision makers and the public of the significant environmental effects of proposed activities and to require agencies to avoid or reduce the environmental effects by implementing feasible alternatives or mitigation measures. This Draft Environmental Impact Report (EIR) was prepared in accordance with CEQA, the State Guidelines for implementing CEQA (California Code of Regulations (C.C.R.), Title 14, Division 6, Chapter 3, §15000-15387, as amended), and the Los Angeles Community College District ("LACCD" or "District") Guidelines for implementation of CEQA. Section 15121(a) of the State CEQA Guidelines defined the intent and purpose of an EIR as follows:

*"An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency."*

CEQA applies to all discretionary activities proposed to be carried out or approved by California public agencies, including state, regional, county, and local agencies. The proposed Los Angeles Trade-Technical College ("LATTC" or "College") Thirty-Year Master Plan Project requires discretionary approval from the LACCD Board of Trustees and, therefore, is subject to the environmental review requirements established under CEQA. LACCD, in collaboration with the propose to implement the LATTC Thirty-Year Master Plan Project for the existing LATTC Campus located at 400 W. Washington Boulevard, Los Angeles, California. For purposes of complying with CEQA, the District is identified as the Lead Agency for the Proposed Project.

In addition, the Thirty-Year Master Plan EIR for the LATTC Campus satisfies CEQA statutes pertaining to the preparation of EIRs for public higher education and long-range development plans. Specifically, Section 21080.09 of CEQA provides the following:

*"(a) For purposes of this section, the following definitions apply:*

- (1) "Public higher education" has the same meaning as specified in Section 66010 of the Education Code.*
- (2) "Long range development plan" means a physical development and land use plan to meet the academic and institutional objectives for a particular campus or medical center of public higher education.*

- (b) The selection of a location for a particular campus and the approval of a long-range development plan are subject to this division and require the preparation of an environmental impact report. Environmental effects relating to changes in enrollment levels shall be considered for each campus or medical center of public higher education in the environmental impact report prepared for the long range development plan for the campus or medical center.*
- (c) The approval of a project on a particular campus or medical center of public higher education is subject to this division and may be addressed, subject to the other provisions of this division, in a tiered environmental analysis based upon a long range development plan environmental impact report.*
- (d) Compliance with this section satisfies the obligations of public higher education pursuant to this division to consider the environmental impact of academic and enrollment plans as they affect campuses or medical centers, provided that any such plans shall become effective for a campus or medical center only after the environmental effects of those plans have been analyzed as required by this division in a long range development plan environmental impact report or tiered analysis based upon that environmental impact report for that campus or medical center, and addressed as required by this division."*

## **Scope and Content**

Upon initial environmental review of the Proposed Project, the Lead Agency made the determination that an EIR is required. On November 29, 2004, LATTC issued a Notice of Preparation (NOP) to responsible agencies and interested individuals. Based on a preliminary assessment of the Proposed Project and the agency comments received in response to the NOP, the Lead Agency determined that the following environmental issue areas should be discussed within the scope of the EIR: aesthetics, air quality, geology/soils, hazardous materials, land use/zoning, noise, public services, public utilities, transportation/circulation, and cumulative and growth inducing effects.

## **EIR Format**

The analyses for each of the environmental issue areas identified above are contained in Section IV. Environmental Impact Analysis. For each environmental issue area, the EIR identifies the environmental setting (e.g., the existing environmental setting at the time of the NOP); defines the methodologies and significance thresholds employed to determine significant environmental impacts; identifies significant environmental impacts that may occur as a result of the project; provides recommended mitigation measures that may reduce or avoid potential significant impacts; and provides a cumulative impact analysis of the project when combined with other known projects which have been recently proposed within the surrounding area.

Additionally, CEQA requires that the Draft EIR include a reasonable range of project alternatives that may reduce the effects of the Proposed Project. Section V. Alternatives to the Proposed Project, includes an analysis of the following project alternatives:

- No Project Alternative;
- The Reduced Density Alternative; and
- No Property Acquisition Alternative.

Section VI. of this ~~Draft-Final~~ EIR includes: a) a summary of the unavoidable significant environmental impacts that are likely to occur as a result of the Proposed Project; and b) a brief discussion of the growth inducing impacts of the Proposed Project. Section VII. is the bibliography/acronyms section, which includes: a) a list of organizations and persons consulted during the preparation of the EIR; b) a list of references and commonly used acronyms; and c) the list of EIR preparers and consultants.

### Public Participation

To provide full public disclosure of potential environmental impacts that may occur as a result of the Proposed Project, CEQA requires a Draft EIR be circulated during the public review period to all responsible agencies, trustee agencies, and the general public. This Draft EIR ~~is required to be~~ was circulated for a 45-day review period (CEQA Guidelines § 21091 (a)). During this review period, all public agencies and interested individuals and organizations ~~are~~ were encouraged to provide written comments addressing their concerns with the adequacy and completeness of the EIR. When providing written comments on the subject matter of the EIR, the readers ~~are~~ were referred to State CEQA Guidelines, 15204(a), which state:

*"In reviewing Draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commentors. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR."*

### Availability Of The Draft EIR

~~The public is encouraged to provide written comments to the LACCD with respect to the adequacy and completeness of the EIR. The EIR will be made available to the public via the College's official website at <http://www.latte.edu>. Copies of the EIR and all documents referenced in the EIR will be available for public review at the LATTC Campus in the Learning Resource Center (LRC). All comments regarding the adequacy and completeness of the Draft EIR should be submitted in writing to LATTC by April 9, 2005. Please indicate a contact person for your agency or organization, and send your response to:~~



Mary Ann Breckell  
Vice President, Administration  
Los Angeles Trade Technical Community College  
400 W. Washington Blvd., Building A, Room A-108  
Los Angeles CA 90015-4181

## Response To Comments

~~Following the public review period, the Lead Agency will prepare a Final EIR. The Final EIR will include additions and corrections to the Draft EIR, as appropriate, and written responses addressing the comments and recommendations received by individuals, organizations, and public agencies during the public review period.~~

Pursuant to Section 15132 of the State CEQA Guidelines, the Final EIR shall consist of: (a) the Draft EIR or revision of the Draft EIR, (b) comments and recommendations received on the Draft EIR either verbatim or in summary, and (c) a list of persons organizations, and public agencies commenting on the Draft EIR, (d) the responses of the Lead Agency to significant environmental points raised in the review and consultation process, and (e) any other information added by the lead agency. In accordance with these provisions, Section VII of this Final EIR consists of responses to comments on the Draft EIR. Additions and corrections made to the Draft EIR are provided throughout this document in redline-strike through text.

## SUMMARY OF THE PROPOSED PROJECT

The purpose of the Thirty-Year Master Plan is to fulfill and implement the long-term development plans for the College building upon the organizational and structural improvements that are currently being implemented as part of the Five-Year Campus Plan 2002. While the Thirty-Year Master Plan is a conceptual living document by nature, it identifies specific construction, demolition, renovation and other facility improvements to be achieved following implementation of the Five-Year Campus Plan.

A major component of the Thirty-Year Master Plan is the acquisition and integration of 3.46 acres east of Grand Avenue between 21<sup>st</sup> and 23<sup>rd</sup> Streets into the overall campus plan. The acquisition of these properties would allow for an organization of the Campus into four basic functional components: 1) Liberal Arts and Sciences on the north campus; 2) Physical Education and Recreation on the south campus; 3) Vocational Department and Programs along both sides of Grand Avenue; and 4) Campus Services distributed along Grand Avenue and the 21<sup>st</sup> Street alignment. A major step toward fulfillment of the thirty-year vision is the relocation of the vocational programs located in the existing "F" building to the site east of Grand Avenue between 21<sup>st</sup> and 23<sup>rd</sup> Streets.

In all, the Thirty-Year Master Plan proposes 1.3 million square feet of instructional and office space beyond that which is provided in the Five-Year Campus Plan. The vehicular circulation and parking strategy of the Five-Year Campus Plan is expanded and strengthened in the Thirty-Year Master Plan with the establishment of three additional parking structures planned such that they can be staged in tandem

with the construction of expanded instructional/office facilities thus maintaining a functioning ratio of parking to building gross floor areas. The future enrollment projections for the Thirty-Year Master Plan do not exceed the enrollment as forecasted in the Five-Year Campus Plan, which identified a future enrollment level of 21,300 students.

## **SUMMARY OF THE PROJECT ALTERNATIVES**

In addition to the Proposed Project, the following two Project Alternatives were evaluated in the EIR:

- 1) The No Project Alternative. This alternative assumes that no new development or construction would occur on the Campus beyond what is currently planned for in the Campus Plan 2002;
- 2) The Reduced Density Alternative. This alternative assumes a reduced density development, and;
- 3) The No Property Acquisition Alternative. This alternative assumes the District does not proceed with future property acquisitions and does not expand the Campus beyond its current boundaries.

## **SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

The following pages summarize the various environmental impacts associated with the construction and operation of the Proposed Project. Mitigation measures are proposed for significant environmental impacts, and the level of impact significance after mitigation is also identified.

**Table I-1**  
**Executive Summary of Project Impacts, Mitigation Measures and Impacts after Mitigation**

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p align="center"><b>AESTHETICS/VIEWS</b></p> <p>Potentially adverse visual impacts would be created on and around active construction sites. The perimeter of active construction areas would be fenced in with temporary chain link fences, plywood noise shields, and (in some cases) insulated fabric screens. Such impacts, however, can be mitigated to a less-than-significant level with good housekeeping efforts and routine maintenance in and around active construction areas.</p> <p><i>Viewshed 1</i></p> <p>The major alteration to Viewshed 1 would involve the development of a six-story signature building, which would replace the shaded piazza east of Building "H" at the corner of Washington Boulevard and Grand Avenue, completing the western flank of Grand Avenue. The design, height, and massing of the six-story building would be consistent with existing development both on and adjacent to the Project Site. The proposed alterations to Viewshed 1 would not result in the obstruction of any public scenic views, such as views of the ocean, mountains, coastline, etc., as no such views are currently afforded in this locale. Therefore, aesthetic impacts within Viewshed 1 would be less than significant.</p> <p><i>Viewshed 2</i></p> <p>The major alteration to Viewshed 2 would involve the development of a four- to six-story facility fronting Grand Avenue. This building would be part of the complete build-out of both sides of Grand Avenue with four- to six-story vocational and technology buildings facing onto the street. The design, height, and massing of the proposed building would be consistent with existing developments both on and adjacent to the Project Site. The proposed alterations to Viewshed 2 would not result in the obstruction of any public scenic views, such as views of the ocean, mountains, coastline, etc. Due to the size and massing of the proposed structure, and the scale and massing of surrounding structures, buildout</p>	<p>The following mitigation measures are recommended to ensure that less-than-significant impacts to visual resources would occur:</p> <ol style="list-style-type: none"> <li>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 and cohesion in terms of architectural design, scale, massing and siting.</li> <li>2. All open space or temporarily vacant areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Los Angeles Community College District.</li> <li>3. A Campus Lighting Plan shall be developed to ensure adequate security and safety lighting is provided throughout the Campus and major circulation areas in a manner that minimizes the extent of spillover light and glare impacts on adjacent properties.</li> </ol>	<p>Project impacts associated with views and aesthetics would be less than significant.</p>

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>of the Grand Avenue frontage would not block any public or private views. Therefore, aesthetic impacts within Viewshed 2 would be less than significant.</p> <p><i>Viewshed 3</i></p> <p>The major alteration to Viewshed 3 would be the demolition of the "F" Building on the Flower Street frontage and its replacement with four-story courtyard buildings. The courtyard buildings would resemble instructional buildings commonly associated with four-year colleges, thus improving the learning environment and college-like atmosphere on the Campus. The design, height, and massing of the proposed courtyard buildings would be more consistent with existing development both on and adjacent to the Project Site than the existing "F" Building. The proposed alterations to Viewshed 3 would not result in the obstruction of any public scenic views, such as views of the ocean, mountains, coastline, etc. In addition, the proposed alterations to Viewshed 3 would increase private viewing opportunities of the Project Site from surrounding viewsheds, rather than obstructing them. Therefore, aesthetic impacts within Viewshed 3 would be considered beneficial and less than significant.</p> <p><i>Viewshed 4</i></p> <p>The major alteration to Viewshed 4 would be the demolition of Buildings "G", "J", and "B" and the subsequent replacement of these structures with a new physical education complex including a two-story, three-court gym, a fitness center, and a 50-meter swimming pool complex. These improvements would complete the Flower Avenue frontage at the south campus. The design, height, and massing of the proposed physical education facilities would be consistent with existing development both on and adjacent to the Project Site. The proposed alterations to Viewshed 4 would not result in the obstruction of any public scenic views, such as views of the ocean, mountains, coastline, etc. Therefore, aesthetic impacts within Viewshed 4 would be less than significant.</p> <p><i>Viewshed 5</i></p> <p>The major alteration to Viewshed 5 would be the demolition of all the</p>		

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>existing industrial properties on the site and the subsequent replacement of those properties with four- to six-story LATTC vocational and technological facilities. The design, height, and massing of the proposed building in this location would be consistent with existing developments both on and adjacent to the Project Site. The proposed alterations to Viewshed 5 would not result in the obstruction of any public scenic views, such as views of the ocean, mountains, coastline, etc. Therefore, aesthetic impacts within Viewshed 5 would be less than significant.</p> <p><i>Light and Glare</i></p> <p>Due to the development of the Proposed Project additional sources of interior lighting, exterior security lighting, and headlights associated with motor vehicles would be created. All lighting features would be directed towards the interior of the Project Site and directed away from the neighboring land uses. Overall, the Proposed Project would not cause excessive glare that is out of character with the land uses surrounding the Project Site, or result in a substantial increase in light that would affect surrounding land uses.</p>		
<b>AIR QUALITY</b>		
<p>Construction of the Proposed Project would generate pollutant emissions from grading and excavation, construction workers traveling to and from Project Site, delivery and hauling of construction supplies and debris to and from the Project Site, the fuel combustion by on-site construction equipment, and architectural coatings. Such construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. However, particulate matter (PM<sub>10</sub>) is the most significant source of air pollution from construction, particularly during site preparation and grading. The amount of emissions generated on a daily basis would vary, depending on the number of buildings that are being constructed at the same time and the type of construction activities occurring at the same time. With implementation of SCAQMD Rule 403 measures, estimated daily construction emissions would exceed the SCAQMD thresholds for ROG and NOx. Emissions for CO, SOx and PM<sub>10</sub>, would be below the threshold level of significance. As such,</p>	<p>The following mitigation measures, as recommended by the SCAQMD, shall be implemented for all areas (both on-site and off-site) where construction would occur in order to reduce PM10 emissions to a less-than-significant level.</p> <ol style="list-style-type: none"><li>1. Exposed pits (i.e., gravel, soil, dirt) with five percent or greater silt content shall be watered twice daily, enclosed, covered or treated with non-toxic soil stabilizers according to manufacturers' specifications.</li><li>2. All other active sites shall be watered as often as necessary to remain visibly moist.</li><li>3. All grading activities shall cease during second stage smog alerts and periods of high winds (i., greater than 2.5 mph) if soil is being transported to off-site locations and cannot be controlled by watering.</li><li>4. All trucks hauling dirt, sand, soil, or other loose materials off-site shall be covered or wetted or shall</li></ol>	<p>Construction of the Proposed Project would generate CO and NOx emissions in exceedance of SCAQMD regional significance thresholds for construction activities even after implementation of the recommended mitigation measures. Therefore, construction related air quality emissions would be significant and unavoidable for these two criteria pollutants.</p> <p>After mitigation, ROG emissions would be 66 pounds per day, which is above the SCAQMD's threshold levels of 55 lbs./day. Therefore, the Proposed Project would result in a significant and unavoidable regional air quality impact</p>



Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>construction emissions would result in a significant short-term regional air quality impact prior to mitigation.</p> <p><i>Operation</i></p> <p>Air pollutants emissions associated with the Proposed Project would be generated by the consumption of electricity and natural gas, in addition to the operation of motor vehicles. The operational emissions analysis indicates that the established threshold levels for NOx, CO, SOx and PM<sub>10</sub> emissions would not be exceeded. However, the Proposed Project would exceed the SCAQMD's thresholds for ROG emissions. As such, daily operational emissions would be considered significant.</p> <p><i>CO Hotspots</i></p> <p>The State one- and eight-hour standards of 20.0 ppm and 9.0 ppm, respectively, would not be exceeded within 25, 50, or 100 feet of the study intersection under "Proposed Project" conditions. As such, mobile source emissions would result in less-than-significant localized air quality impacts.</p>	<p>maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer).</p> <ol style="list-style-type: none"> <li>5. All construction roads internal to the construction site that have a traffic volume of more than 50 daily trips by construction equipment, or 150 total daily trips for all vehicles, shall be surfaced with base material or decomposed granite, or shall be paved.</li> <li>6. Streets shall be swept hourly if visible soil material has been carried onto adjacent public paved roads.</li> <li>7. Construction equipment shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.</li> <li>8. Water or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all paved staging areas and unpaved road surfaces.</li> <li>9. Traffic speeds on all unpaved roads shall not exceed 15 mph.</li> <li>10. All equipment shall be properly tuned and maintained in accordance with manufacturers' specifications.</li> <li>11. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would be kept with their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second stage smog alerts.</li> <li>12. All off-road diesel powered engines shall use aqueous diesel fuel.</li> <li>13. All off-road diesel powered engines shall use lean-NOx catalyst.</li> <li>14. The application of architectural coatings must use products which contain a VOC rating of 125 grams/liter or less.</li> </ol>	<p>related to ROG emissions for operational activities.</p>

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p align="center"><b>GEOTECHNICAL HAZARDS/SEISMICITY</b></p> <p>Site preparation, earthwork and grading activities are anticipated to consist of demolition and removal of existing structures which currently lie within the footprint of the proposed structures or facilities; over-excavation and re-compaction of the existing undocumented fill and upper native soils; preparation of subgrades to receive fill and placement of engineered fill; excavation and backfilling for utility lines; import of fill materials, if necessary; and sloped and shored temporary excavations.</p> <p><i>Soil Type and Characteristics</i></p> <p>Artificial fill soils were encountered to depths of approximately 2.5 to nine feet beneath the Project Site and depending on the extent and location below finished subgrade, these soils could have a detrimental effect on the proposed construction. Soils underlying the Campus are generally sandy soils, which have less clay content and therefore not suitable for the support of building foundations or floor slabs. With this low to medium potential of soil expansion, a potentially significant impact could occur unless mitigation measures are implemented.</p> <p>In addition, the underlying soils are presumed to have a "low" aggressive corrosivity toward concrete elements and a "low to moderately" corrosive potential toward metals. The effects of this corrosivity potential are a lessening of the structural integrity of building foundations and the life of underground construction materials, thereby increasing the risks to life and property. However, with proper implementation of the proposed mitigation measures, the corrosivity impact on soil can be mitigated to less than significant.</p> <p><i>Groundwater</i></p> <p>All grading and construction activities expected to be associated with the Proposed Project would take place above the historic high groundwater table. Groundwater and perched groundwater are not expected to be encountered during grading or construction. Therefore, implementation of the Proposed Project is not expected to produce any adverse impacts</p>		
<p>The following mitigation measures are required in order to effect a reduction in the severity of potential on-site impacts resulting from seismic events occurring on Southern California faults:</p> <ol style="list-style-type: none"> <li>1. All grading and excavation activities shall be conducted in compliance with specific recommendations and requirements provided in the Geotechnical Investigation Proposed Five-Year Campus Improvement Plan LATTC Los Angeles, CA, (February, 2003) and as amended in subsequent site specific investigations, subject to review and approval by the appropriate State and/or City responsible agencies.</li> <li>2. All grading shall be performed under the supervision of a certified engineering geologist and/or soils engineer in accordance with the applicable provisions of the State and/or City Building Codes to the satisfaction of the State and/or City building and safety authorities. The responsible engineer shall review and approve the foundation plan and/or the excavation/shoring plan prior to the issuance of any permits.</li> <li>3. All structures to be constructed or renovated as part of the Proposed Project shall be designed as required by either the Uniform Building Code for structures within Seismic Zone 4, or other pertinent State and/or City building codes (such as Division 23, Section 91.2305 of the City of Los Angeles Building Code), to withstand the expected ground motions.</li> <li>4. To assist in response to a seismic event, an emergency response and building-specific evacuation plan for project structures shall be developed in coordination with the Los Angeles Fire Department</li> </ol>		
<p>With implementation of the proposed mitigation measures, project impacts to geology and soils would be less than significant.</p>		

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>relative to groundwater.</p> <p><i>Oil Fields</i> The Project Site is situated between the Las Cienega Oil Field to the west and the Los Angeles Downtown Oil Field to the north and is within the block boundary limits of each field. No wells are present on the Project Site. Two wells located adjacent to the Project Site, however, are reported to be uncompleted and abandoned. Therefore, implementation of the Proposed Project is not expected to produce any adverse impacts relative to oil fields.</p> <p><i>Faulting and Seismicity</i> The Project Site does not lie in a designated Earthquake Fault Rupture Hazard Zone. Thus, the potential for direct surface fault rupture is considered very unlikely. Therefore, the Proposed Project would not result in any significant seismic impacts.</p> <p><i>Ground Shaking</i> Seven faults were identified that could heavily influence the amount of earthquake ground shaking experienced by the project. Additional faults outside the local area, such as the San Andreas would also have the potential to create moderately strong ground motion effects in the project area. However, present building codes and construction practices are intended to minimize structural damage to buildings and loss of life as a result of a moderate or major earthquake. While it is impossible to totally prevent structural damage to buildings and loss of life as a result of seismic events, adherence to all applicable building codes and regulations and site-specific engineering specifications can reduce such impacts to less-than-significant levels.</p> <p><i>Liquefaction/Landslides</i> The Proposed Project would not be subject to significant impacts caused by seismically-induced liquefaction or landslides.</p> <p><i>Flooding, Tsunamis and Seiches</i> The potential impacts of flooding or inundation due to tsunamis or seiches, are considered less than significant.</p>	<p>prior to the Certificate of Occupancy being granted by the City of Los Angeles. Such information shall be disseminated to employees and all applicable emergency service providers (e.g., LASD Campus Police, LAFD, LAPD) to reduce the potential for human injury.</p>	



Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
HAZARDOUS MATERIALS/RISK OF UPSET		
<p><i>Routine Transport, Use, or Disposal of Hazardous Materials</i> Other than the typical cleaning solvents and chemicals used for the day-to-day operation and maintenance of the Campus, no other hazardous materials would be used, transported, or disposed of with implementation of the Proposed Project. These chemicals would be handled in accordance with the manufacturers' recommendations and all applicable standards and regulations. Therefore, impacts related to the routine transport, use, or disposal of hazardous materials throughout the Project Site would be less than significant.</p> <p><i>Accidental Release of Hazardous Materials</i> An accidental release of hazardous materials may occur if any past uses on the Project Site were characteristically hazardous to the extent that ground contamination could have occurred within the boundaries of the site. The three Phase I reports reviewed aerial photographs and historical maps for the Project Site to assess potential hazards from historical land uses.</p> <p>Based on a review of aerial photographs, the Phase I ESA March 20, 2001 concluded that the open space area north of the auto court main entry, which would be developed with a new four-story classroom building during the Thirty-Year Master Plan, does not show any historical evidence of hazardous materials. Therefore, impacts related to existing hazardous conditions within this particular area are considered less than significant.</p> <p>The Phase I ESA June 6, 2002 concluded that a potential hazard could be present on the proposed acquisition property due to former underground tanks. Soil samples collected for the Phase II ESA February 24, 2003 revealed that TPH, VOC, and heavy metal levels were in acceptable ranges. Therefore, historical land use impacts at the proposed acquisition property are considered less than significant.</p> <p>The Phase I ESA January 31, 2003 concluded that a potential hazard</p>	<p>The following mitigation measures are required to reduce potentially significant impacts to a less-than-significant level:</p> <ol style="list-style-type: none"> <li>1. All commercial, industrial, and institutional buildings shall be provided with an approved Methane Control System, which shall include these minimum requirements; a vent system and gas-detection system which shall be installed in the basements or the lowest floor level on grade, and within underfloor space of buildings with raised foundations. The gas-detection system shall be designed to automatically activate the vent system when an action level equal to 25 percent of the Lower Explosive Limit (LEL) methane concentration is detected within those areas. All commercial, industrial, institutional and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code, hired by the building owner. The engineer shall investigate and recommend mitigation measures which will prevent or retard potential methane gas seepage into the building. In addition to the other items listed in this section, the owner shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval.</li> <li>2. A licensed Asbestos Inspector shall be retained to determine the presence of asbestos and asbestos containing materials (ACMs) within structures to be demolished on the Project Site and on the proposed acquisition property, consistent with the 1994 Federal</li> </ol>	<p>Project impacts related to hazardous materials and risk of upset would be less than significant after implementation of the required mitigation measures.</p>

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>could be present for the portion of the Project Site bounded by Washington Boulevard to the north, Grand Avenue to the east, 23rd Street to the south, and Flower Street to the west due to former off-site gasoline service stations located in a hydrologically upgradient direction adjacent to the north of the Project Site. Potentially hazardous materials associated with leaking hydraulic elevator equipment, in-ground hydraulic automotive lifts, clarifier usage, and onsite USTs were also identified. Soil samples collected for the Phase II ESA June 24, 2003 revealed that TPH, VOC, and PCB levels were in acceptable ranges. The Phase II ESA June 24, 2003 determined that no hazardous materials related to the identified potential hazards were present on the site in concentrations that exceeded acceptable levels. No further environmental investigation was warranted. Therefore, impacts related to existing hazardous conditions within the portion of the Project Site bounded by Washington Boulevard to the north, Grand Avenue to the east, 23rd Street to the south, and Flower Street to the west are considered less than significant.</p> <p><i>Oil and Gas Fields</i></p> <p>An accidental release of hazardous materials may occur if proposed construction activities, particularly those involving excavation or other subsurface procedures, are proposed in areas known to contain subsurface oil field gases including SG methane and VOCs. The northwest corner of the Project Site is within the boundaries of the Los Angeles Downtown Field, while the remaining portion of the Campus is located in the Las Cienegas Field.</p> <p>The Phase II ESA February 4, 2003 included an SG methane and VOC survey for the main campus. Methane and VOC levels within this area were determined to be within acceptable ranges, and no further investigation was warranted. Furthermore, excavation activities are not proposed within this area under the Thirty-Year Master Plan, additionally reducing any potential for upset. Therefore, impacts related to oil and gas fields within these portions of the Project Site are considered less than significant.</p> <p>The Phase II ESA February 4, 2003 did not sample for SG methane and</p>	<p>Occupational Exposure to Asbestos Standards, Occupational Safety and Health Administration (OSHA), 29 CFR 1910.1001, 1926.1101, and 1915.1001. The Project Applicant shall be required to comply with all applicable State and Federal ACM Abatement policies and procedures for removal of ACM's present on the Project Site and/or the proposed acquisition property.</p> <p>3. A licensed Lead-Based Paint Inspector shall be retained to determine the presence of lead-based paint (LBP) and lead-based paint containing materials (LBPCM) within structures to be demolished on the Project Site and on the proposed acquisition property, consistent with the 1994 Federal Occupational Exposure to Asbestos Standards, Occupational Safety and Health Administration (OSHA), 29 CFR 1910.1001, 1926.1101, and 1915.1001. The Project Applicant shall be required to comply with all applicable State and Federal LBPCM policies and procedures for removal of LBPCM's present on the Project Site and/or the proposed acquisition property.</p> <p>4. Should the proposed site plans be revised in the future in a manner that would entail groundwater discharge from the Project Site and/or the proposed acquisition property, such discharge must comply with National Pollution Discharge Elimination System (NPDES) discharge requirements.</p>	

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>VOC within the boundaries of the proposed acquisition property. Because this area is located within a methane hazard zone, subsurface gas could exist below this portion of the site. Although excavation activities are not proposed within this area, site plans could conceivably be amended during the thirty-year time period to include ground-disturbing activities.</p> <p><i>Soil Investigations</i></p> <p>An accidental release of hazardous materials may occur if ground contamination is known to exist under the site, particularly if excavation or other ground-disturbing activities are proposed. Soil samples collected at the proposed acquisition property for the Phase II ESA February 24, 2003 revealed that TPH, VOC, and heavy metal levels were in acceptable ranges. Soil samples collected at 41 locations within the portion of the Project Site bounded by Washington Boulevard to the north, Grand Avenue to the east, 23rd Street to the south, and Flower Street to the west, revealed that ground contamination was not present within this area in levels that exceeded acceptable thresholds. Therefore, ground contamination impacts are considered less than significant within this main campus area.</p> <p><i>Asbestos-Containing Materials (ACMs) and Lead-Based Paint (LBP)</i></p> <p>An accidental release of hazardous materials may occur if proposed demolition or renovation activities involve structures that may house hazardous materials, particularly ACMs and/or LBP. The Proposed Project would involve the demolition of several buildings on the existing Campus, including Buildings B, F, G, and J, as well as the demolition of the existing industrial properties on the proposed acquisition property. Due to the ages of the structures that are proposed for demolition, the probability for these buildings to contain LBP and ACMs is considered high. Therefore, a potentially significant impact exists with respect to the release of hazardous materials, and mitigation measures are recommended to reduce impacts to a less-than-significant level.</p> <p><i>Proximity to a School</i></p> <p>The Project Site is adjacent to the Orthopedic Hospital Medical Magnet High School, located at 300 West 23rd Street, directly south of the</p>		

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>LATTC Campus. Aside from materials currently used on site associated with various vocational programs and cleaning solvents and chemicals used for the day-to-day operation and maintenance of the Campus, no other hazardous materials would be used, transported, or disposed of with implementation of the Proposed Project. Therefore, the Proposed Project would not expose students at the Orthopedic Hospital Medical Magnet High School to hazardous or acutely hazardous emissions, materials, substances, or waste. Impacts would be less than significant.</p> <p><i>Hazardous Sites</i></p> <p>The Phase I ESAs identified one hazardous site listed on the CAL-SITES database and one hazardous site listed on the CA-SLIC database, both of which are within the ASTM search radius from the Project Site. Because of the hydrologically upgradient locations of the identified sites and their close proximities to the Project Site, if a release of chemicals at either site were to impact the groundwater beneath the site, the contaminated groundwater plume would have the potential to migrate beneath the LATTC Campus. This could represent a potentially significant impact if the Proposed Project includes groundwater discharge, which would expose potentially contaminated groundwater to the public. The two-level subterranean parking structure under the track and field is included as part of the Five-Year Campus Plan, which has already undergone environmental review and has since been approved. It is not anticipated that this structure would necessitate dewatering. However, if future revisions to the proposed site plans include subterranean structures or otherwise involve groundwater discharge to the Project Site, the contamination risks discussed above would constitute a potentially significant impact. Therefore, mitigation is recommended to ensure that any potential future revisions to the proposed site plans would not result in the exposure of potentially contaminated groundwater to the public.</p>		
LAND USE AND PLANNING		
<p><i>Permitted Uses</i></p> <p>The main campus is zoned C2-2-O, R4-2-O, and M1-2-O. The east</p>	<p>1. Implementation of the Proposed Project may require discretionary actions from the Los Angeles</p>	<p>Impacts associated with zoning and land use plan consistency would be</p>



Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>campus blocks are zoned M1-2-O. The C2 and R4 Zones permit trade school and school uses, respectively. The M1 Zone allows for uses permitted in the C2 Zone, which permits trade school uses. With respect to permitted uses, the Proposed Project would be consistent with the Planning and Zoning Code.</p>	<p>Community College District, the City of Los Angeles Department of City Planning, the Community Redevelopment Agency of the City of Los Angeles, and/or other Agencies. As such, the Project Applicant will consult with the following Agencies and/or obtain the following permits, as applicable, prior to implementation of the Proposed Project:</p> <p><i>Los Angeles Community College District</i></p> <ul style="list-style-type: none"> <li>• Certification of the EIR</li> </ul> <p><i>City of Los Angeles</i></p> <ul style="list-style-type: none"> <li>• Department of Building and Safety (e.g., demolition, grading, foundation, and building permits)</li> <li>• Department of City Planning (e.g., Planning and Zoning Code exception for reduced parking ratio, Conditional Use Permit to allow public facility uses in the C2-2-O, R4-2-O, and M1-2-O Zones).</li> <li>• Department of Public Works (e.g., permits for excavation, shoring and barricades in public ways and installation of public improvements)</li> <li>• Los Angeles Department of Transportation (e.g., site plan review)</li> <li>• Los Angeles Fire Department (e.g., site plan review)</li> </ul> <p><i>County of Los Angeles</i></p> <ul style="list-style-type: none"> <li>• Los Angeles County Sheriff Department Community College Bureau (e.g., site plan review)</li> </ul> <p><i>Regional Agencies</i></p> <ul style="list-style-type: none"> <li>• Regional Water Quality Control Board (e.g., National Pollutant Discharge Elimination System Permit)</li> <li>• South Coast Air Quality Management District (e.g., stationary source permits)</li> </ul>	<p>less than significant and would be further reduced with the implementation of the mitigation measure identified above.</p>

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>would require an exception to the Planning and Zoning Code for reduced parking ratios, the amount of parking proposed would be more than adequate to meet the expected parking demand and parking impacts would be less than significant.</p>	<p><i>State of California Agencies</i></p> <ul style="list-style-type: none"> <li>• Department of General Services, Division of State Architect</li> <li>• Department of Toxic Substances Control</li> </ul>	
<p><b>NOISE</b></p> <p><i>Construction Noise</i></p> <p>Noise from construction activities includes noise from demolition activities, grading, excavation, and facility construction. Construction activities could generate noise levels at a distance of 50 feet from the source can range from 78 dBA Leq to 89 dBA Leq without any noise-attenuating devices (e.g., mufflers, sound walls, etc.). With the use of mufflers, typical construction-related noise levels can range from 77 dBA Leq to 86 dBA Leq at a distance of 50 feet from the source. While there are no off-site sensitive receptors in the vicinity of the Project Site, the current college activities and future Child Development Center that is to be constructed as part of the Five-Year Campus Plan would be in operation during the construction phase of the Proposed Thirty-Year Master Plan. As such, various educational facilities and the Child Development Center would be exposed to potentially significant noise impacts at various stages of the Thirty-Year Master Plan buildout.</p> <p><i>Mobile Source Noise Impacts</i></p> <p>Operational noise impacts would primarily be generated by project-related traffic. The Proposed Project's mobile noise impacts were assessed based on the a.m. peak hour traffic volumes for existing (2004) "Base Conditions," future cumulative buildout-year (2034) "Without Project" conditions, and future cumulative buildout-year (2034) "With Project" conditions. The expected net increases in ambient noise levels at each monitored intersection upon completion of the Proposed Project in 2034 would not increase the ambient noise level (Leq) at any intersection by more than 0.1 dBA. The resulting net increase at each location is less than 0.1 dBA, which is considered imperceptible to the human ear. Project impacts to the surrounding noise environment from mobile noise sources would therefore be less than significant.</p>	<p><i>Construction</i></p> <ol style="list-style-type: none"> <li>1. The Project Applicant shall comply with construction hours specified by the LAMC Noise Ordinance, Chapter IV, Section 41.40, which prohibits construction before 7:00 a.m. or after 9:00 p.m. on Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday or any national holiday, and at anytime on Sunday.</li> <li>2. All construction equipment shall be equipped with the manufacturers' recommended noise muffling devices, such as mufflers and engine covers. These devices shall be kept in good working condition throughout the construction process.</li> <li>3. The perimeter of each active construction area shall be enclosed with a temporary barrier wall for security and noise protection purposes. This barrier wall shall consist of a solid, heavy vinyl material or 3/4-inch plywood positioned to block direct line of sight from the active construction areas and on-site sensitive uses, including all educational facilities and the Child Development Center.</li> <li>4. The Project Applicant shall prepare a construction-related traffic plan detailing proposed haul routes and staging areas for the transportation of materials and equipment, with special consideration paid to maximizing the distance between haul routes/staging areas and the on-site Child Development Center. A traffic and parking plan for the construction phase must be submitted for approval by LADOT prior to the issuance of any permits.</li> </ol>	<p>Noise impacts related to both the construction and operational phases of the Proposed Project would be less than significant.</p>

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p><b>Stationary Noise Source Impacts</b></p> <p>Newly constructed buildings would contain rooftop mechanical equipment and heating, ventilation, and air conditioning (HVAC) units and exhaust fans in order to provide cooling and ventilation within the structures. Neighboring properties would be shielded from the rooftop units by parapet screens, and, in accordance with the City of Los Angeles Noise Ordinance, silencers would be specified at all air exhausts and inlets as required. In addition, nighttime noise limits would be applicable to any equipment items required to operate between the hours of 10:00 p.m. and 7:00 a.m. With the incorporation of these design features, potential noise impacts from such structures would be less than significant.</p>	<p>5. A construction activity plan shall be developed and submitted to the Director of the Child Development Center prior to any construction activities planned within 100 feet of the Child Development Center. The Construction Activity Plan shall include a coordinated construction activity schedule to ensure exceptionally loud construction activities (i.e., above 80 dBA for a sustained period) occur at times when children are indoors to reduce children's exposure to excessive construction noise levels.</p> <p><i>Operation</i></p> <p>No potentially significant impacts were identified for the operational phase of the Proposed Project. Therefore, no mitigation measures are required.</p>	
<p><b>PUBLIC UTILITIES</b></p> <p><i>Energy Conservation</i></p> <p>The Proposed Project would consume approximately 23,803,500, kWh of electricity per year (kWh/yr), which constitutes a net increase of 13,968,000 kWh/yr as compared to full buildout of the Five-Year Campus Plan. It is expected that improvements to the local distribution system could be made with minimal impact upon surrounding land uses. All property owners would be notified in advance if temporary electricity outages are expected. Therefore, impacts to electricity infrastructure would be less than significant. The Proposed Project's increase in electricity demand could be accommodated within the context of regional energy supplies; therefore, impacts to electricity availability would be less than significant.</p> <p>The Proposed Project would consume approximately 48,142,560 cubic feet per year (cf/yr) of natural gas, which constitutes a net increase of 27,742,560 cf/yr as compared to full buildout of the Five-Year Campus Plan. Development of the Proposed Project would include the replacement and/or modernization of much of the gas delivery infrastructure, as well as new gas-utilizing fixtures; therefore, impacts to gas infrastructure would be less than significant.</p>	<p><i>Energy Conservation</i></p> <p>No significant impacts on electricity or natural gas resources or infrastructure systems have been identified, thus no mitigation measures are required. Nevertheless, LADWP recommends the following measure be incorporated into the final design as feasible, to reduce the Proposed Project's demands for energy resources.</p> <p>1. The applicant shall incorporate measures recommended by the Los Angeles Department of Water and Power to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations. Measures shall include, but not be limited to those outlined in LADWP's NOP response letter dated January 10, 2004 and included in Appendix A.</p> <p><i>Sewer and Wastewater</i></p> <p>As impacts would be less than significant, no mitigation measures are required.</p>	<p><i>Energy Conservation</i></p> <p>While the Proposed Project's impact on electricity and natural gas resources and infrastructure would be less than significant prior to mitigation, implementation of the recommended mitigation measure would serve to further reduce the Proposed Project's demand for energy resources.</p> <p><i>Sewer and Wastewater</i></p> <p>The Proposed Project's impact on sewer and wastewater services would be less than significant.</p> <p><i>Water</i></p> <p>While the Proposed Project's impact on water service would be less than significant prior to mitigation, implementation of the recommended</p>

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p><b>Sewer and Wastewater</b></p> <p>The Proposed Project would generate approximately 410,400 gallons per day (gpd) of wastewater, which constitutes a net increase of 240,400 gpd as compared to full buildout of the Five-Year Campus Plan. The HTP has on average 100 mgd of remaining capacity daily. The Proposed Project's anticipated addition of approximately 30,287 gpd of wastewater would represent an insignificant daily contribution of less than 0.03% of the HTP's remaining daily sewage capacity. As such, the Proposed Project would have a less-than-significant impact with regard to wastewater treatment. In addition, it is expected that the Proposed Project's increase in wastewater generation could be accommodated within existing sewer mains and those mains that would be constructed through 2034 as part of the Proposed Project. As such, impacts to sewer infrastructure would be expected to be less than significant.</p> <p><b>Water</b></p> <p>The Proposed Project would consume approximately 492,480 gallons per day (gpd) of water, which constitutes a net increase of 288,480 gpd as compared to full buildout of the Five-Year Campus Plan. From a regional water management planning perspective, DWP estimates long-range water demands based on buildout of the City's General Plan, consistent with the density of development permitted within the respective underlying zoning districts. The Proposed Project site encompasses 32.2 acres, which has an underlying allowable FAR of six times the buildable lot area. As such, the Proposed Project's increase in water demand could be accommodated within the context of regional water supplies and impacts to water availability would be less than significant. In addition, the Proposed Project includes several upgrades/additions to the water distribution system on campus, which would ensure that impacts to water infrastructure remain less than significant. Due to the relatively short and temporary impacts associated with these infrastructure improvements, secondary impacts related to air quality, noise, and transportation/circulation would also be considered less than significant.</p> <p><b>Solid Waste and Disposal</b></p>	<p><b>Water</b></p> <p>While impacts to water supplies and infrastructure would be less than significant prior to mitigation, the following mitigation measures are recommended to further reduce project-related impacts:</p> <ol style="list-style-type: none"> <li>1. The Project Applicant shall be required to comply with any improvements necessary to meet Los Angeles Fire Department fire-flow requirements for the Project Site.</li> <li>2. The Proposed Project shall incorporate water saving techniques as required by the City of Los Angeles Municipal Code Chapter XII. Water Conservation Plan, as amended by Ord. 166,080, Ord. 163,532, and others. Water conservation measures described in this Chapter include, but are not limited to, the following: <ul style="list-style-type: none"> <li>• New buildings shall install and existing building shall be replaced with water conservation fixtures, including ultra low-flush toilets, urinals, taps, and showerheads;</li> <li>• Hose washing of hard paved surfaces shall be prohibited;</li> <li>• A mandatory 10 percent reduction in irrigation of large turf areas (three acres or more) from the 1986 base year shall be required;</li> <li>• Irrigation and lawn watering shall be prohibited between 10 AM and 5 PM from April 1<sup>st</sup> to September 30<sup>th</sup> and between 11 AM and 3 PM between October 1<sup>st</sup> and March 31<sup>st</sup>.</li> </ul> </li> </ol> <p>In addition, the City of Los Angeles Department of Water and Power recommends the following more specific water conservation measures:</p> <ol style="list-style-type: none"> <li>3. The landscape irrigation system shall be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns shall be adjusted to</li> </ol>	<p>mitigation measures would serve to further reduce the Proposed Project's demand for water resources.</p> <p><b>Solid Waste and Disposal</b></p> <p>The Proposed Project's impact on solid waste and disposal services would be less than significant.</p>



Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>The Proposed Project would generate a total of 25,510 tons of construction and demolition waste. Proposed construction activities would include the use of recycled materials in new construction and would employ recycling efforts for all demolition activities to the maximum extent feasible. These efforts would substantially reduce the anticipated construction generated waste stream. As such, impacts associated with construction solid waste would be less than significant.</p> <p>Daily operation of the Proposed Project is estimated to generate approximately 7.28 tons of solid waste per day. This represents a net increase of 4.3 tons per day as compared to full buildout of the Five-Year Campus Plan. The anticipated increase in solid waste generation would not exceed the respective daily capacities of any of the three landfills that could potentially receive solid waste from the Project Site. Thus, impacts would be less than significant until the closure of the above-noted landfills, which would occur before project buildout. However, as noted above, the IWMP Siting Element includes goals and policies to provide for the long-term disposal needs of the County and considers waste from future development, such as the Proposed Project, in its planning process. The foresight of the Siting Element increases the likelihood that future solid waste facilities and techniques would adequately accommodate day-to-day waste from the Proposed Project. Operational solid waste impacts are therefore considered less than significant.</p>	<p>Sprinkler head patterns shall 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).</p> <p>Automatic irrigation timers shall 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.</p> <p>4. Selection of drought-tolerant low water consuming plant varieties shall 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.</p> <p>5. Ultra-low-flush water closets, ultra-low-flush urinals, and water-saving showerheads shall be installed in both new construction and when remodeling. Low flow faucet aerators shall be installed on all sink faucets.</p> <p>6. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e. employ cooling towers). LADWP shall be contacted for specific information on appropriate measures.</p> <p>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.</p> <p><i>Solid Waste and Disposal</i></p>	

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	The Proposed Project is not anticipated to result in any significant adverse impacts relating to the disposal of solid waste; therefore, no mitigation measures are required.	
<b>PUBLIC SERVICES</b>		
<p><i>Police Protection</i></p> <p>With relation to Los Angeles Sheriff's Department (LASD) access during construction, due to the temporary duration of construction, the notification of sheriff personnel, and the central location of the LASD substation on-site, construction-related impacts to LASD services would be less than significant. With relation to LAPD access during construction, increased traffic levels from construction workers and construction truck trips would generally occur during off-peak hours, and would be primarily freeway oriented, and would be temporary and intermittent. The Newton Community Police Station is located within 1.4 miles of the Project Site and police officers generally respond to sites throughout the Newton Area without the use of nearby freeways. As such, construction of the Proposed Project would not be expected to significantly impact LAPD access in the surrounding area.</p> <p>Due to the low crime rate on campus, the preparation of a campus security plan, the incremental increase in project-traffic on impacted intersections, and the construction of new emergency access roadways, operational impacts related to police services would be expected to be less than significant with the implementation of the Proposed Project.</p>	<p><i>Police Protection</i></p> <p>While impacts to police protection services would be less than significant prior to mitigation, the following mitigation measures are recommended to ensure that an adequate level of police protection would serve the Proposed Project:</p> <ol style="list-style-type: none"> <li>1. Plot plans and building plans shall be filed with the LASD substation and the LAPD Newton Community Police Station Commanding Officers for review and comment. Plans shall include proposed access routes, floor plans, evacuation routes, and any additional information that might facilitate prompt and efficient police response.</li> <li>2. Security features shall be provided on the construction site(s), such as fencing and locked entrances.</li> <li>3. The Campus Landscape Plan shall be designed and implemented in a manner that minimizes cover and deadspace areas for persons tampering with doors or windows, or for persons lying in wait for pedestrians or parking garage users.</li> <li>4. Additional lighting shall be installed where appropriate as determined in consultation with the LASD/LAPD.</li> <li>5. A Security Plan shall be developed and implemented in consultation with the LASD/LAPD. Security features may include but are not limited to implementation of a surveillance system, installation of locks and alarms on entryways where appropriate, security and parking lot lighting, and maximum accessibility for emergency service</li> </ol>	<p><i>Police Protection</i></p> <p>Impacts related to police services would be less than significant. With implementation of the recommended mitigation measures, impacts to police services would be further reduced.</p> <p><i>Fire Protection</i></p> <p>Impacts related to fire services would be less than significant. With implementation of the recommended mitigation measures, impacts to fire services would be further reduced.</p>
<p><i>Fire Protection</i></p> <p>Los Angeles Fire Department (LAFD) Station No. 10 is within 0.45 mile of the Project Site and two additional fire stations are located within 1.5 miles of the Project Site. With relation to LAFD access during construction, increased traffic levels from construction workers and construction truck trips would generally occur during off-peak hours, and would be primarily freeway oriented, and would be temporary and intermittent. Fire and emergency vehicles can generally respond to sites throughout the project area without the use of nearby freeways. As such,</p>		

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>LAFD emergency response times would not be significantly impacted by construction traffic associated with the Proposed Project.</p> <p>Due to the acceptable response distance to the nearest fire station, the incremental increase in project-traffic on impacted intersections, and the construction of new emergency access roadways, operational impacts related to fire services would also be expected to be less than significant with the implementation of the Proposed Project.</p>	<p>personnel. The Security Plan shall be reviewed by the LASD, LAPD, and any provisions pertaining to access shall be subject to review by the LADOT. A copy of the completed Security Plan shall be provided to the LASD substation and the LAPD Newton Community Police Station Commanding Officers.</p> <ol style="list-style-type: none"> <li>6. Construction permits shall be obtained, if required by the City, where the proposed access roadways meet the public right-of-way.</li> <li>7. The LASD substation and LAPD Newton Community Police Station Commanding Officers shall be notified of project construction activities, schedules, and temporary changes to campus emergency access routes.</li> <li>8. Upon certificate of occupancy, final Building Plans shall be filed with the LASD substation and LAPD Newton Community Police Station Commanding Officers. Said Plans shall identify all entry/egress points into each structure to facilitate access in the event of an emergency situation.</li> </ol> <p><i>Fire Protection</i></p> <p>While impacts to fire protection services would be less than significant prior to mitigation, the following mitigation measures are recommended to ensure that an adequate level of fire protection would serve the Proposed Project:</p> <ol style="list-style-type: none"> <li>1. Construction permits shall be obtained, if required by the City, where the proposed access roadways meet the public right-of-way.</li> <li>2. The LAFD shall be notified of project construction activities, schedules, and temporary changes to campus emergency access routes.</li> <li>3. Development of the Proposed Project shall comply with all LAMC Building and Fire Code requirements for construction, access, water mains,</li> </ol>	

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>fire flows, and hydrants, as applicable.</p> <ol style="list-style-type: none"> <li>4. The Proposed Project shall be subject to all specific fire and life safety requirements for the construction phase identified by the LAFD during the building fire plan check.</li> <li>5. Every building constructed shall be accessible to fire department apparatus by way of access roadways. All portions of the first story exterior wall of all proposed buildings shall be within 150 feet of an existing roadway or a new roadway shall be constructed within 150 feet.</li> <li>6. Prior to construction, the LAFD shall be contacted to determine adequate fire flow rates for the Proposed Project. Fire flows shall be based on the size of buildings, their relationship to other structures, property lines, fire hydrants, and type of construction material.</li> </ol>	
<b>TRANSPORTATION/CIRCULATION</b>		
<p><i>Trip Generation</i></p> <p>Since the Proposed Project is not anticipated to generate additional student enrollment beyond what is expected at the completion of the Five-Year Campus Plan (an enrollment increase from the existing 15,000 to the proposed 21,300 students) the estimated net new trips for the Five-Year Campus Plan of 463 vph for the morning and 842 vph for the afternoon peak hour for the additional student enrollments were utilized in this analysis. No net new trips would be generated for the Proposed Project; however, campus-related trips would be re-routed due to the additional parking and school access locations provided by the Proposed Project. In addition, the frequency and close proximity of existing public transit services provides an alternative mode of transportation, which supports the project trip rates being much lower when compared to a typical community college without the same level of transit service.</p> <p><i>Future (2034) Cumulative Base Traffic Conditions</i></p> <p>An analysis of the Future (2034) Cumulative Base peak hour traffic</p>	<p>No physical or operational mitigation measure was feasible for the intersection of Grand Avenue and Washington Boulevard.</p> <p>As recommended by the City of Los Angeles Department of Transportation, the following mitigation measure is recommended:</p> <ol style="list-style-type: none"> <li>1. The College shall provide a construction work site traffic control plan to the Los Angeles Department of Transportation for its information 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.</li> </ol>	<p>There is no feasible mitigation measure available for the intersection of Grand Avenue and Washington Boulevard. Therefore, the impacts to the intersection of Grand Avenue and Washington Boulevard would be significant and unavoidable.</p>



Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>volumes concluded that seven of the 15 study intersections are projected to operate at an acceptable level of service (LOS D or better) during both peak hours. The other eight intersections are projected to operate at unacceptable levels of service (LOS E or F) during one or both of the peak hours.</p> <p><i>Future (2034) Cumulative Plus Project Traffic Conditions</i></p> <p>The resulting Cumulative Plus Project peak hour traffic volume analysis found that seven of the 15 analyzed intersections are expected to operate at LOS D or better during both peak hours. The other eight intersections are expected to operate at unacceptable levels of service (LOS E or F) during one or both of the peak hours.</p> <p><i>Project Impacts</i></p> <p>Using LADOT's criteria for determining the significance of project-related traffic impacts, the Proposed Project was determined to result in significant traffic impacts at the intersection of Grand Avenue and Washington Boulevard.</p> <p><i>Congestion Management Program</i></p> <p>The Proposed Project is not expected to add 50 or more new trips per hour to the nearest CMP arterial monitoring intersection (Alameda Street and Washington Boulevard). The nearest mainline freeway monitoring locations to the Project Site are the Santa Monica Freeway at Budlong Avenue and the Harbor Freeway at Slauson Avenue. The Proposed Project would not add 150 or more new trips per hour to these locations in either direction. Therefore, no further analysis of CMP freeway monitoring stations is required.</p> <p>Using the CMP criteria based on the increase in D/C ratio caused by the project traffic on the Santa Monica and Harbor Freeways, the Proposed Project would have a negligible impact on the freeway system.</p> <p><i>Parking</i></p> <p>The Proposed Project would eliminate various on-campus parking spaces and add 1,800 parking spaces in a 500 space six-level parking structure on the southwest quad of campus, a 300 space six-level parking</p>		

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
structure on the northwest quad of campus, and a 600 space six-level parking structure on the southeast side of Olive Avenue and 23 <sup>rd</sup> Street. The additional parking spaces would provide a total of approximately 3,750 parking spaces resulting in a parking ratio of 0.176 spaces per student based on the 21,300-student enrollment projection. Parking impacts would therefore be less than significant.		



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## II. PROJECT DESCRIPTION

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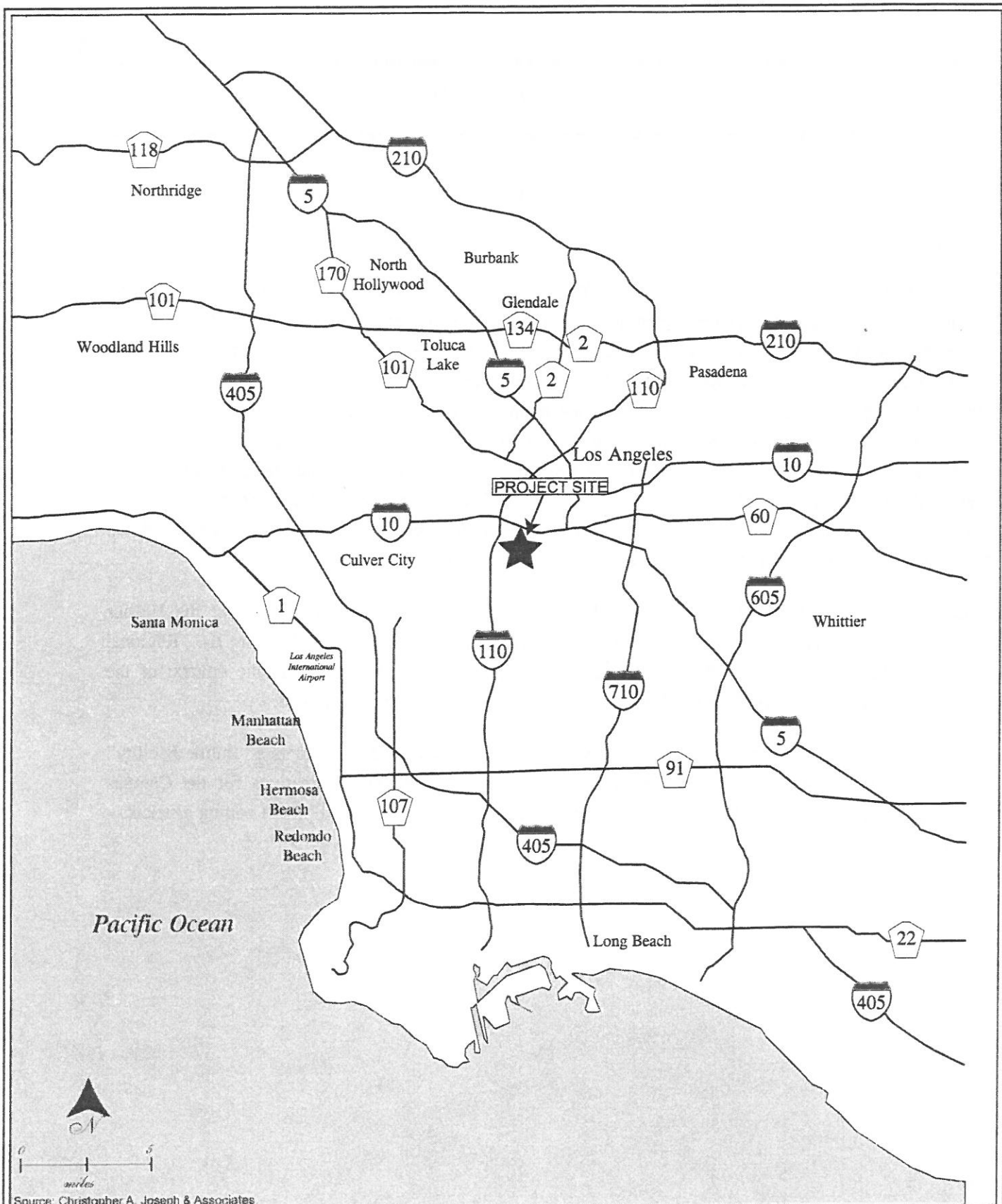
### PROJECT LOCATION

Los Angeles Trade-Technical College (LATTC) is located at 400 West Washington Boulevard in the Southeast Los Angeles Community Planning area of the City of Los Angeles. The LATTC Campus currently occupies approximately 28.6 acres generally bounded by Flower Street to the west, Washington Boulevard to the north, Grand Avenue to the east, and 23<sup>rd</sup> Street to the south and includes the southern portion (2.3 acres) of the city block bounded by Washington Boulevard, Grand Avenue, Olive Street and 21<sup>st</sup> Street. The Thirty-Year Master Plan Project proposes to acquire and develop an additional 3.46 acres (150,545 square feet) of property located east of the main campus, bounded by Grand Avenue to the west, 21<sup>st</sup> Street to the north, Olive Street to the east, and 23<sup>rd</sup> Street to the south, including the vacation of the 22<sup>nd</sup> Street right-of-way between Grand Avenue and Olive Street. When completed, the Thirty-Year Master Plan will occupy approximately 32.2 acres.

Regional access to the Campus is provided by the Santa Monica Freeway (I-10) and the Harbor Freeway (I-110). The location of the Campus in a regional context is depicted in Figure II-1, Regional Location Map on page II-2. A vicinity map depicting the project boundaries in the context of the surrounding roadways is provided in Figure II-2, Project Vicinity Map on page II-3.

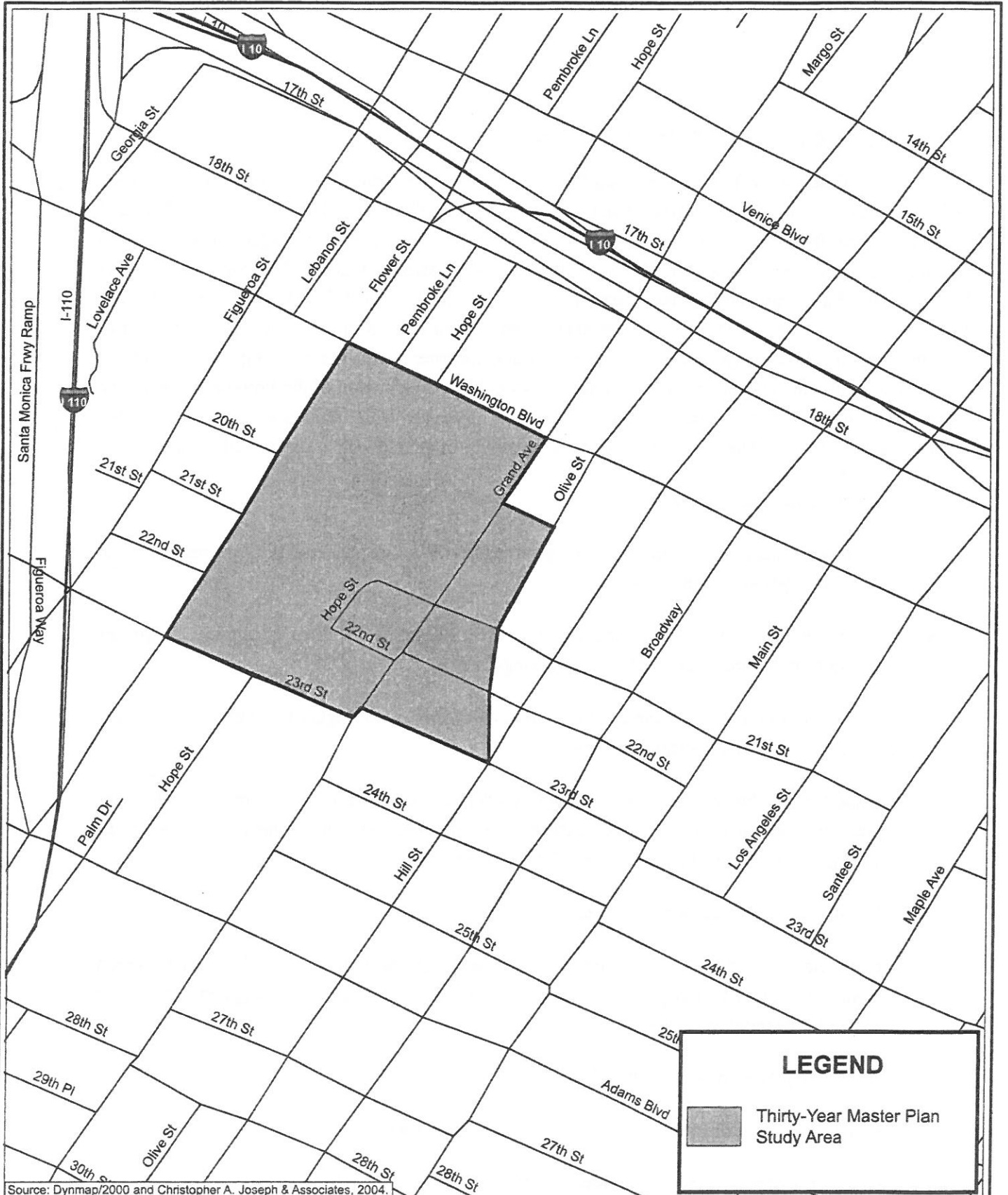
The LATTC Campus is located within the City of Los Angeles and is designated as a "Public Facility" land use in the Southeast Los Angeles Community Plan. The zoning designations for the Campus include: "Multi-Family Residential" (R4), "Commercial" (C2) and "Industrial" (M1) zoning districts.





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Figure II-1  
Regional Location Map



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Figure II-2  
Thirty-Year Master Plan  
Project Vicinity Map

## **STATEMENT OF PROJECT OBJECTIVES**

The purpose of the Thirty-Year Master Plan Project is to build upon the various campus improvements and organizational and programmatic changes that were initiated in the Five-Year Campus Plan and incorporate new facilities, provide for improved circulation, access and campus organization, refurbish existing buildings, and provide for additional parking and classroom spaces. The logic of the Five-Year Campus Plan improvements and reorganization are revealed in the Thirty-Year Master Plan. The Proposed Project responds to the ever-increasing need to educate and equip a growing population of students with the knowledge and technical capabilities consistent with the evolving demands of the technological, liberal arts, and business markets. Through implementation of the Proposed Project, the District will realize the long-term educational goals and objectives while at the same time advance the College's core mission. The broad programmatic objectives of the College are identified as follows:

- Accommodate student growth projections.
- Provide core curriculum and program opportunities to future students that are responsive to market demands and labor pressures.
- To improve vocational training opportunities while balancing the need to provide for greater instruction in the liberal arts and business disciplines.
- Establish a long-term economic development plan so as to regularly fund any necessary mechanical and technological upgrades.
- Provide for new learning environment opportunities that parallel those of liberal arts institutions in the form of more theatre-style lecture halls equipped with multi-media technology for addressing larger student audiences and for "distance learning."
- Maximize available outdoor open space.
- Incorporate sustainable building and operation practices through architectural design, which minimize the negative long-term effects on the environment, maximize energy efficiency and the use of renewable resources.
- Promote a college-like feel for the Campus.
- Provide an element of tranquility within the greater urban setting.
- Establish a distinctive link and unification of the Campus to the community through attractive landscaping and pedestrian-friendly circulation patterns.

The long-term vision of the Thirty-Year Master Plan is to establish a broad, general departmental distribution pattern to guide in the preparation of campus-wide or individual building programs. To implement this vision, the Project-specific objectives of the Thirty-Year Master Plan are as follows:

- Maximize the efficiency and utilization of land area through a complete reorganization of campus elements.
- Provide an increase of over 1.3 million square feet of development on the Campus beyond what is provided in the Five-Year Campus Plan.
- Define and establish a dignified and visible entry to the Campus.
- Improve the overall organizational, distribution and placement of buildings supporting key academic and vocational programs.
- Re-organize the campus-wide parking plan to provide increased parking in strategically located parking structures around the periphery of the Campus.
- Incorporate detention systems and permeable paving to achieve maximum on-site retention of surface water/storm water runoff.
- Strategically locate trees and landscaping so as to maximize passive energy efficiency and reduce the heat island effect.
- Use reclaimed water for supplying water features and install efficient landscape irrigation systems.
- Use recycled materials in new construction whenever feasible (i.e., asphalt and concrete from the deconstruction of parking lots, commercially available furniture made of recycled plastics).



## PROJECT CHARACTERISTICS

### Project Background – The Five-Year Campus Plan (2002)

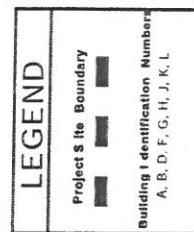
As stated above, the Thirty-Year Master Plan Project builds upon the various Campus improvements and organizational and programmatic changes that were initiated in the Five-Year Campus Plan. In September 2003, the District certified the EIR and adopted the Findings of Fact and Statement of Overriding Considerations to support its approval of the LATTC Five-Year Campus Plan 2002.<sup>1</sup> The LATTC Five-Year Campus Plan 2002 includes three distinct elements: 1) the expansion, renovation, modernization, and demolition of existing buildings (Building Projects); 2) the increase in open space (Landscaping and Open Space Plan) and 3) the implementation of non-structural upgrades (Utilities and Infrastructure Projects).

The logic of the Five-Year Campus Plan is revealed in the Thirty-Year Master Plan. The three major open spaces created in the Five-Year Campus Plan are a permanent feature of the Campus. They are envisioned as those enduring components of the Thirty-Year Master Plan that remain unchanged; and they give stability to future development as the College expands. The three permanent open spaces are the north quad, the south quad (athletic/recreation fields) and Grand Avenue between Washington Boulevard and 23<sup>rd</sup> Street. Thus, the re-orientation of the track-and-field, the acquisition of the properties within the 21<sup>st</sup>/22<sup>nd</sup> Street loop, the removal of existing “C” and “E” buildings and the re-location of the F-ramp are all necessary steps in the Five-Year Campus Plan in order to set the stage for the creation of these permanent open spaces. The accomplishment of the Five-Year Campus Plan is the doubling of on-campus open space while simultaneously setting the stage for the potential tripling of gross building area in the long-term. The creation of the generously scaled open spaces allows for this expansion of floor area while maintaining the quality of the campus environment.

Implementation of the Five-Year Campus Plan is currently underway and, upon completion, will increase the total building area on the Campus from 780,000 to 850,600 gross square feet (including new central receiving areas). A campus site plan, illustrating the future layout of the Campus upon buildout of the Five-Year Campus Plan is depicted in Figure II-3. Other components of the Five-Year Campus Plan directly related to goals and priorities set in the Thirty-Year Master Plan include: the construction of the two five-story buildings on south campus to establish major frontage on Grand Avenue, the reconfiguration of the bookstore and student union in the “K” building and the expansion of the “D” building exhibition gallery - all aimed at strengthening the presence of the College along Grand Avenue. In addition, the renovation of the Learning Resource Center is a critical first step

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<sup>1</sup> *Final Environmental Impact Report for Campus Plan 2002 Los Angeles Trade-Technical College (Clearinghouse No. 2003031103), August 2003.*



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Figure 11-3  
Five-Year Campus Plan - Future Baseline

in the Five-Year Campus Plan as a consequence of the creation of the north and south quads. As discussed in further detail below, the Thirty-Year Master Plan expands the LRC and strengthens its presence at the heart of campus. A summary of the planned development progression of the overall campus property in the existing, Five-Year and Thirty-Year scenarios for the LATTC Campus is provided in Table II-1, below.

**Table II-1**  
**Development Progression of the Existing,**  
**Five-Year Campus Plan and Thirty-Year Master Plan Scenarios**

Land Use	Existing Campus	Five-Year Plan	Thirty-Year Vision
Total Land Area	1,184,822 sf (27.2 acres)	1,249,819 sf (28.7 acres)	1,401,253 sf (32.2 acres)
Total Developed Floor Area (Gross)	780,000 sf	850,000 sf	2,052,000 sf
Building Footprint	36.6%	36%	44.5%
Landscape	3%	17%	11.3%
PE/Recreation	12.3%	13%	12.4%
Service	7.2%	4%	0.5%
Pedestrian Areas	14.6%	24%	27.3%
Vehicular Uses	14.7%	6%	2.2%
Un-assigned	11.6%	0%	0%
Total Campus	100%	100%	100%

Source: Los Angeles Trade Technical College, Five-Year Campus Plan 2002.

### Thirty-Year Master Plan

The following describes the key operational and physical characteristics that are key components to the Thirty-Year Master Plan. It is important to note that the key components were devised and influenced by the Sustainable Building Policy adopted by the District for the Proposition A program entitled *Sustainable Building - Principles, Standards, and Process*.<sup>2</sup> The guidelines associated with this policy address ways to integrate environmentally sustainable building practices into projects so as to minimize long-term negative effects on the environment. The guidelines apply to new buildings (occupied) over 7,500 square feet and to renovation projects where the building code requires upgrades throughout the structure. As such, these sustainability guidelines would apply to the new buildings and renovation projects proposed as part of the Thirty-Year Master Plan Project.

<sup>2</sup> Los Angeles Community College District, *Sustainable Building - Principles, Standards, and Process*, March 6, 2002. Includes proposed amendment to Section III, *Sustainable Standards - New Construction*, June 19, 2002.



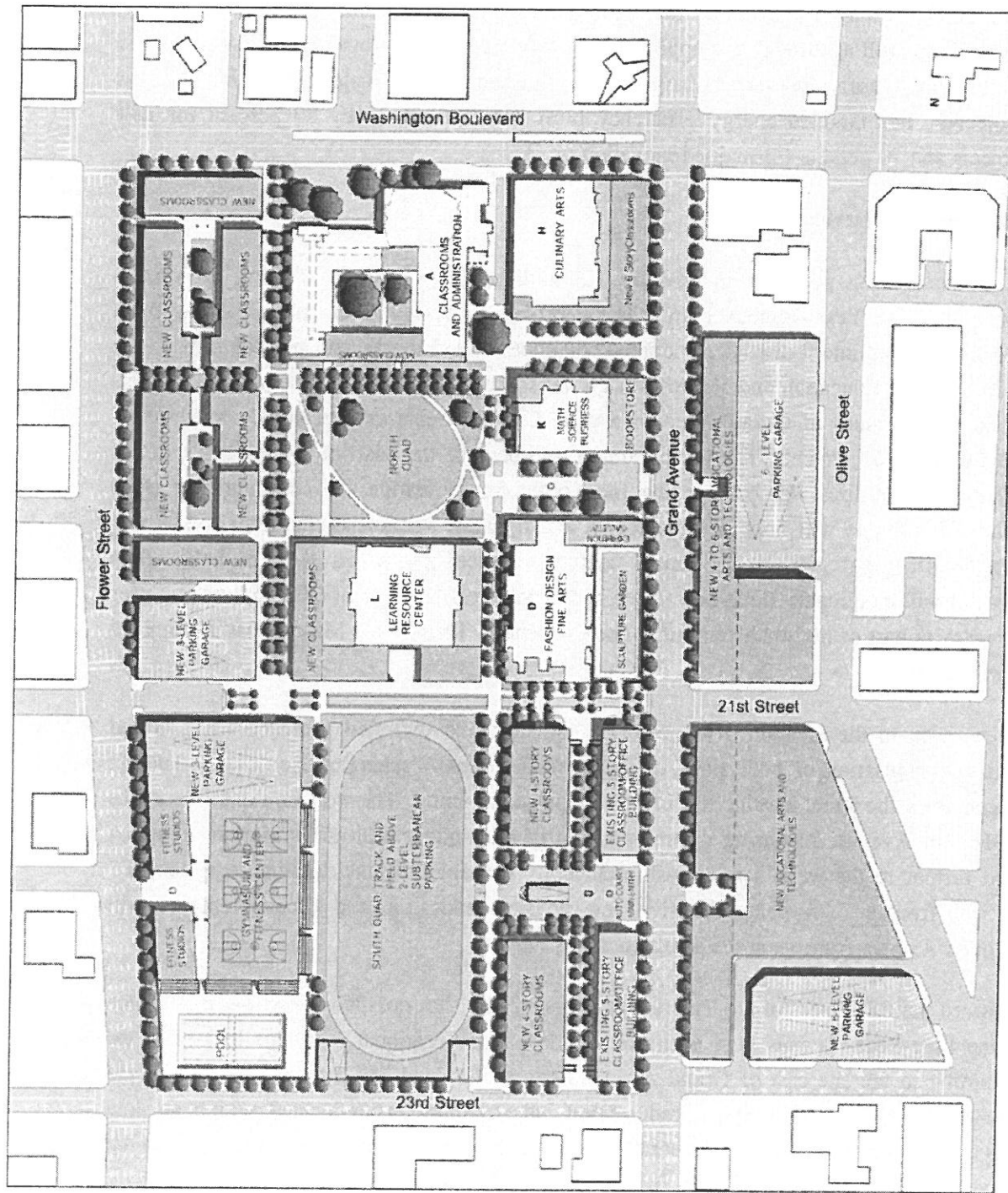
Through its LEED™ (Leadership in Energy and Environmental Design) Rating System, the U.S. Green Building Council has established sustainable building measurement criteria for major renovations and new construction. Accordingly, to achieve LEED™ certification, the Proposed Project must achieve a minimum of 26 LEED™ points, which can be accomplished through the efficient use of water, energy, and building materials as well as through the application of practices that improve indoor environmental quality. Specific energy conservation targets have been established for both major renovation and new construction projects. The targeted energy efficiency is to exceed Title 24 by 20 percent for new construction projects and 10 percent for major renovation projects.

### **Campus Organization and Development**

The Thirty-Year Master Plan proposes to develop 1.3 million square feet in addition to what is developed through the Five-Year Campus Plan. The Thirty-Year Master Plan campus arrangement shows the Campus organized into four basic functional components: 1) Liberal Arts and Sciences on the north campus; 2) Physical Education and Recreation on the south campus; 3) Vocational Departments and Programs along both sides of Grand Avenue; and 4) Campus Services distributed along Grand Avenue and the 21<sup>st</sup> Street alignment. The north campus will become the heart of the academic life of the College. The south campus will become the focal point for recreation and community-oriented activities and the east campus will host to large-scaled and dynamic vocational programs. Arts and sciences programs will congregate on the north campus, particularly on its western half, while vocational programs will congregate along both sides of Grand Avenue. Recreational and athletic uses will occupy the western part of the south campus. The Conceptual Thirty-Year Master Plan is depicted in Figure II-4 on page II-10.

Priority has been given to the creation of a powerful, dynamic and dignified presence along Grand Avenue, with the appropriation of both sides of the street between Washington Boulevard and 23<sup>rd</sup> Street thus incorporating the street into the life of the campus community. The western flank of campus is opened onto Flower Avenue, re-storing the relationship of the College with the important Figueroa Corridor located further to the west, a relationship currently prevented by the dominance of the "F" building along that frontage. A comprehensive new physical education and fitness complex will complete the Flower Avenue frontage at the south campus.

A major step toward the fulfillment of the Thirty-Year Master Plan, not possible within the time frame and budget of the Five-Year Campus Plan is the relocation of the vocational programs located in the existing "F" building to the site east of Grand Avenue between 21<sup>st</sup> and 23<sup>rd</sup> Streets. As part of the Thirty-Year Master Plan, LATTC has acquired several industrial properties located within an area bounded by two city blocks defined by 21<sup>st</sup> Street to the north, Olive Street to the east, 23<sup>rd</sup> Street to the south, Grand Avenue to the west, and bisected by 22<sup>nd</sup> Street. As part of the Thirty-Year Master Plan, these properties would be vacated, demolished and developed to provide for the uniform expansion of the Campus's technological arts and science center. The Thirty-Year Master Plan campus departmental arrangement is illustrated in Figure II-5.



Source: Kpff Consulting Engineers, 2002.

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Figure II-4  
Thirty-Year Master Plan - Conceptual Site Plan



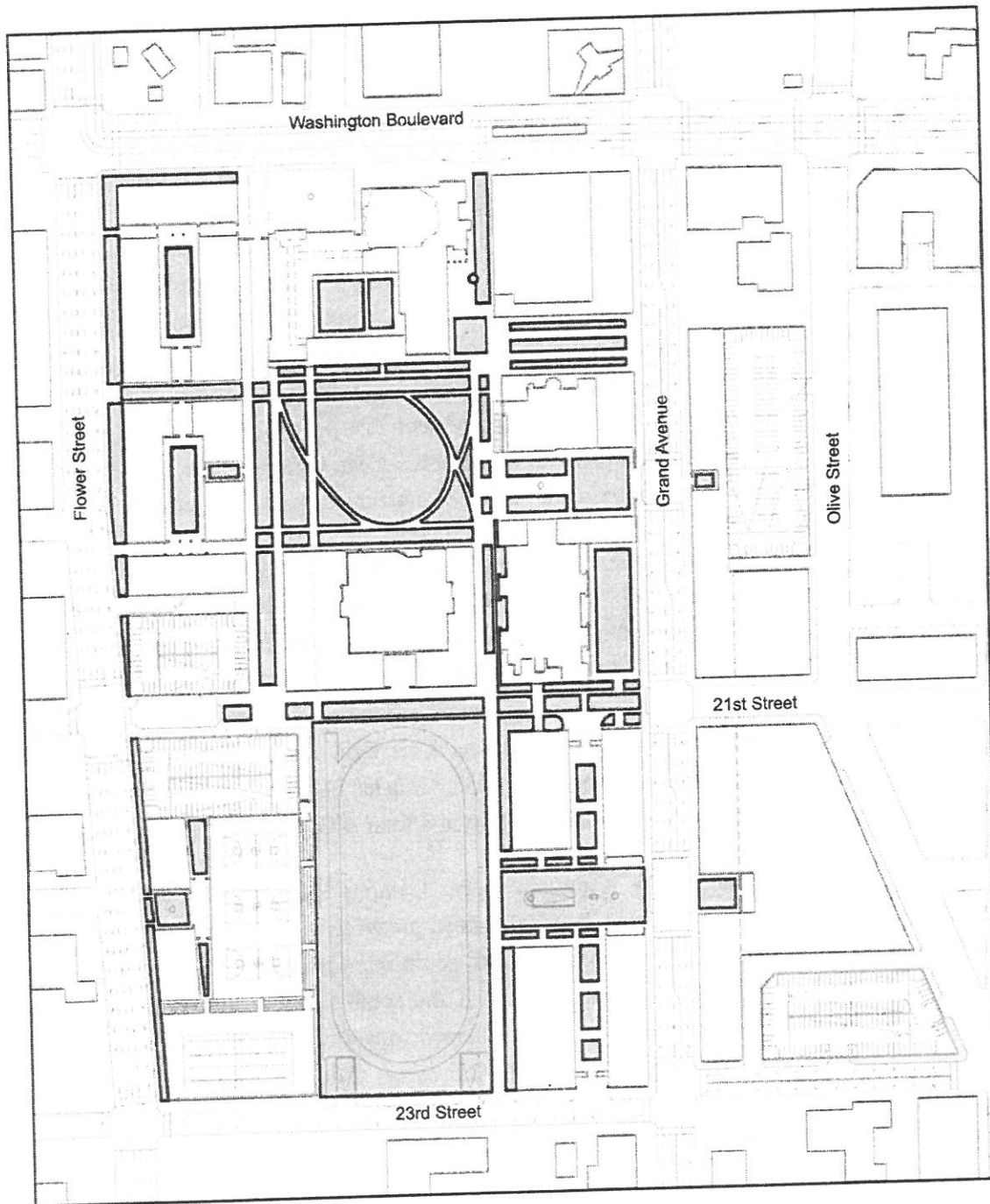
## **Open Spaces**

As illustrated in Figure II-6, three major open spaces are created in the Thirty-Year Master Plan; one each on the north and south campuses and one along the Grand Avenue right-of-way between Washington Boulevard and 23<sup>rd</sup> Street. The north quad anchors the academic core of the College, with six of the existing buildings forming its edges and corners. The south quad anchors the south campus, and is host to the new regulation size soccer field and track; beneath this space are the two levels of subterranean parking. Allees of trees form its eastern and western boundaries. Allees of trees also flank Grand Avenue, and buildings are arranged on both sides so that their major ground floor public spaces face onto the street. This activates the street to become a vital common space of the College and focus of the campus community, brimming with life, distinguished in its contrast with the more tranquil character of the quad spaces at the interior of campus.

Four important secondary open spaces connect the Grand Avenue corridor with the north and south quads at the heart of campus and contribute to the character of Grand Avenue. These are: 1) the piazza leading from Grand Avenue to the northeast corner of the north quad between "K" and "H", a space activated by the campus bookstore/café and student union along its south side and the student cafeteria and restaurant along its north side; 2) a similar space running between buildings "D" and "K" south of "K" and leading directly into the north quad, its south side is lined by the expanded college exhibition gallery; 3) the major cross campus pedestrian and service vehicle arterial of the 21<sup>st</sup> Street alignment between Grand Avenue and Flower Avenue created with the completion of the Five-Year Campus Plan; and 4) the Grand Avenue auto-court which opens directly onto the south quad and provides both pedestrian and vehicular access to the heart of campus.

Completing the open space infrastructure, the Flower Avenue frontage affords more intimately scaled openings into campus, beginning at the north campus with three pedestrian-scaled arterials opening respectively into: the "A" forecourt on the north, the north flank of the north quad and the south flanks of the north quad. The eastern terminus of the 21<sup>st</sup> Street alignment affords vehicular and service access between two new six-level parking structures serving the west flanks of north and south campus. At the south campus a generously scaled forecourt affords entry to the new physical education complex. The courtyards of the quad building at the north campus provide secluded garden spaces at the heart of the new buildings, yet are positioned to afford both light and air to the new classrooms and offices.





Source: kpff Consulting Engineers, 2002.



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Figure II-6  
Thirty-Year Master Plan - Landscape/Open Space Plan



## **Campus Circulation and Parking**

The extension and improvement of the 21<sup>st</sup> Street alignment across campus in the Five-Year Campus Plan created a principal east/west pedestrian and service vehicle artery. This role is strengthened in the Thirty-Year Master Plan with the removal of "B" and "F" buildings and the incorporation of two new six-level parking garages at the Flower Avenue terminus of the alignment. A 500-car structure is proposed at Flower Avenue on the south campus and a 300-car structure is proposed at Flower Avenue on the north campus. Thus this terminus becomes a major new vehicular entry point on the future west campus, affording convenient parking and pedestrian access to the new physical education complex to the south and arts and sciences complex to the north. On the east part of campus across Grand Avenue the 800-space Olive Avenue garage built as part of the Five-Year Campus Plan will serve the new classroom/office building proposed along its western side. Additionally, a new six-level 600-car garage is proposed at the corner of 23<sup>rd</sup> and Olive to serve the southeast quadrant of campus. The system of distributing access points and parking evenly about the campus perimeter instituted in the Five-Year Campus Plan is maintained and strengthened in the Thirty-Year Master Plan. The Grand Avenue entry and the 700-car south campus subterranean garage built in the Five-Year Campus Plan remain the symbolic and functional point of entry of campus and centerpiece of the campus parking program.

Construction of the proposed parking structures are planned such that they can be staged in tandem with the construction of expanded instructional/office facilities thus maintaining a functioning ratio of parking to building gross floor areas. In both the Five-Year Campus Plan and Thirty-Year Master Plan, the parking needs of the College are satisfied through the combination of the construction of new facilities and shared-use agreements with institutions in the neighborhood as well as continued and increased reliance on public transportation afforded by the Blue Line light rail stop at Washington Boulevard and Grand Avenue. Upon completion of the Thirty-Year Master Plan, approximately 1,400 additional parking spaces would be added to the Campus resulting in a total of 3,750 parking spaces.

The three major north-south arterials that began in the Five-Year Campus Plan are maintained and enhanced in the long-term vision. They are: Grand Avenue, whose presence is strengthened with the major building projects along its eastern flank; and the two north-south interior arterials along the east and west sides of the north and south quads that connect the north and south campus. In the east-west orientation, three pedestrian arterials are maintained and strengthened: one along the north side of the north quad; one along the south side of the north quad; and the 21<sup>st</sup> Street alignment which defines the north and south campuses. This system of pedestrian arterials creates an easily comprehended circulation system to improve the overall campus environment.

## **Service and Emergency Access**

A key component of the service plan for most urban college campuses is the creation of a central receiving delivery system. The Thirty-Year Master Plan - Service and Emergency Vehicle Access Plan is depicted in Figure II-7. The Central Receiving Facility is located at Flower Avenue

six-story signature building at the corner of Washington Boulevard and Grand Avenue, perhaps as an expanded culinary arts and/or hospitality facility.

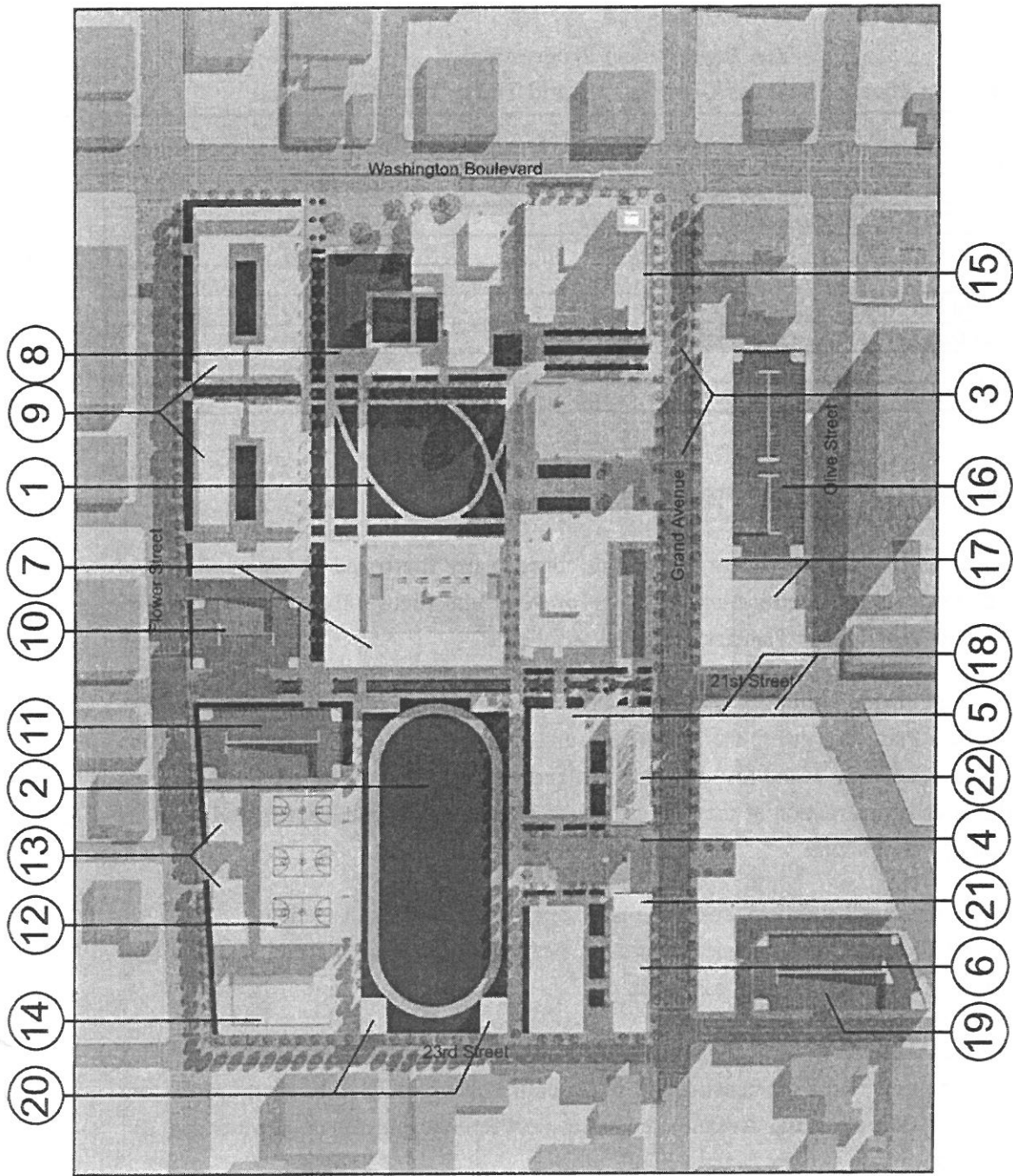
**Table II-2**  
**Proposed Development Progression:**  
**Existing Conditions, Five-Year Campus Plan and Thirty-Year Master Plan**

	Total Development (sf)
<b>Existing Development</b>	
Pre-Five Year Campus Plan Conditions	780,000 sf
Post-Five-Year Campus Plan Conditions Net New Development	70,000 sf
<b>Subtotal</b>	<b>850,000 sf</b>
<b>Proposed Project</b>	
Thirty-Year Master Plan Net New Development	1,300,000
(Less Existing Industrial Uses to be demolished)	(98,000)
<b>TOTAL</b>	<b>2,052,000</b>
<i>Source: LATTC Five-Year Campus Plan (2002) and Thirty-Year Vision.</i>	

### **Fundamentals of the Thirty-Year Master Plan Campus Organization**

The fundamental elements of the Thirty-Year Vision are conceptually illustrated in Figure II-8. As identified by the corresponding identification numbers provided in Figure II-8, the fundamental components of the Thirty-Year Master Plan are described as follows:

1. The North Quad is the major focal point and center of the academic core of the north campus. The Thirty-Year Master Plan enhances the definition and importance of this space with the strengthening of the south side of the "A" building, the further expansion of the LRC, the removal of the "F" building and construction of more humanely-scaled and penetrable instructional facilities in the form of courtyard buildings.
2. The south quad is the track-and-field and the major open space on south campus. The LRC commands its north flank, the new physical education facility forms its west flank, and two new four-story instructional facilities form its east flank.
3. In the Thirty-Year Master Plan, the appropriation of Grand Avenue as the third major open space of the campus is complete. With the construction of the culinary/hospitality expansion and the two buildings on the east side of Grand Avenue, the street between Washington Boulevard and 23<sup>rd</sup> Street becomes an active part of daily campus life.
4. The Grand Avenue entry and auto-court created in the Five-Year Campus Plan remains the principal symbolic and functional entry to campus.



Source: kpff Consulting Engineers, 2002 and Christopher A. Joseph & Associates, 2005.



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**Figure II-8**  
**Thirty-Year Master Plan - Fundamental Campus Elements**



5. A four-story instructional facility faces the south quad and forms a courtyard with its neighbor to the east that was built in the Five-Year Campus Plan.
6. A four-story instructional facility faces the south quad and forms a courtyard with its neighbor to the east that was built in the Five-Year Campus Plan.
7. The Learning Resource Center is expanded with the addition of a four-story wing on the west side and one on the south side facing the south quad.
8. An addition to the south side of the "A" building completes the frontage of this building onto the north quad and forms a courtyard garden.
9. Four-story instructional facilities in the form of courtyard buildings form the western boundary of the north quad and complete the frontage of north campus along Flower Avenue.
10. A six-level parking garage with an integrated Facilities Management and Operations Headquarters and Central Receiving facility at the ground floor is constructed along Flower Street, serving the north campus.
11. A six-level parking garage is constructed along Flower Street, serving the physical education and south campus.
12. Two-story physical education facility with three-court gymnasium, fitness and dance studios, classrooms, offices and locker facilities.
13. New fitness/wellness center.
14. Re-located and expanded aquatics facility with 50-meter pool.
15. A six-story instructional facility for culinary arts and hospitality programs anchors the important corner of Washington Boulevard and Grand Avenue.
16. The six-level, 800-car parking structure provided in the Addendum to the Five-Year Campus Plan serves the east campus.
17. This building completes the north segment of the east frontage of Grand Avenue. Envisioned is a 60-foot wide, six-floor facility to house vocational programs, with a lower two- to four-story wing at the southeast corner accommodating departments with large floor plate needs.

18. This building completes the south segment of the east frontage of Grand Avenue. Envisioned is a 60-foot wide, six floor facility to house vocational programs, with a two - four-story wing at the northeast corner accommodating large floor plate needs.
19. A six-level parking garage completes the parking program for the Campus in the Thirty-Year Master Plan. Note that parking facilities are distributed to the maximum extent possible about the perimeter of campus.
20. Entries/exits from the subterranean parking garage built in the Five-Year Campus Plan.
21. South campus south tower constructed in the Five-Year Campus Plan.
22. South campus north tower constructed in the Five-Year Campus Plan.

### **Utilities/Infrastructure Improvements**

#### *Sanitary Sewer*

Sanitary sewer improvements for the Thirty-Year Master Plan include the construction of approximately 700 linear feet (LF) of new 6-inch main pipe south of the new buildings (previously occupied by building "F"), as well as an additional approximately 500 LF of laterals, varying in size from 4-inches to 8-inches, to accommodate the new buildings.

#### *Storm Drain*

The storm drain infrastructure improvements for the Thirty-Year Master Plan will include approximately 1,200 LF of new main line pipe (varying in size from 12-inches to 15-inches). Associated laterals and inlets (approximately 600 LF of laterals, varying in size from 4-inches to 8-inches) will also be constructed as needed. Laterals and inlets will drain new landscaped halls, sidewalks, and building roofs. Two new stormwater treatment basins will also be constructed.

#### *Water*

As part of the potable water infrastructure improvements for the Thirty-Year Master Plan, approximately 850 LF of new 6-inch water main line pipe would be looped around the previous building "F" location. Water lines may be looped to increase pressure. The Thirty-Year Master Plan will also involve the construction of approximately 300 LF of laterals for the new services to the buildings, varying in size from 4-inches to 8-inches. Meters, pressure valves, and backflow preventors for new buildings will be constructed as needed. Connections for new buildings would be made from the City water main lines adjacent to the new buildings or to the new 6-inch main on campus. Streets adjacent to the new buildings have an existing water main line that is capable of providing adequate service. Existing water pressures would need to be tested, as appropriate during the pre-build phase to determine actual water pressure.



### *Other Utilities*

Public electric, telephone, and gas are all available for direct connection within the existing City right-of-way.

## **DISTRICT REGULATIONS**

District regulations require a Draft EIR to discuss the Proposed Project relative to the following topics: sustainability, zoning consistency, and student enrollment growth.

### **Sustainability**

The Proposed Project must achieve a minimum of 26 LEED™ Points, which can be accomplished through the efficient use of water, energy, and building materials as well as through the application of practices that improve indoor environmental quality. Specific energy conservation targets have been established for both major renovation and new construction projects. The Proposed Project promotes sustainable development principles and better management practices for both architecture and open space development. Specifically, the Proposed Project would implement the following sustainable building principles to the maximum extent practicable:

- The targeted energy efficiency is to exceed Title 24 by 20 percent for new construction projects and 10 percent for major renovation projects.
- Tree canopies on the west and south side of buildings would be used to cool them, reducing air conditioning needs.
- Efficient plumbing fixtures (i.e., low-flow toilets).
- Efficient irrigation systems (equipment and controls) would be used to reduce water usage. Water features would incorporate systems for recirculation of water.
- Permeable paving materials would be used in parking areas and pathways when possible. These materials would include decomposed granite, porous asphalt or unit pavers set on permeable base material.
- Recycled materials (e.g. asphalt and concrete) would be used in future construction, such as paving. Commercially available materials include site furniture composed of recycled plastics.
- Reduction of Heat Island Effect on buildings, mechanical cooling systems and paved areas would be achieved through tree plantings that create shade from the sun during warm periods of the day.

## Student Growth Projections

At the time this EIR was prepared, the existing College enrollment is estimated at approximately 12,088 students.<sup>3</sup> Future anticipated enrollment through completion of the Five-Year Campus Plan was conservatively estimated to reach 21,300 by 2007. Consistent with this projection, the Thirty-Year Master Plan would provide the campus facilities necessary to accommodate up to 21,300 students. As shown in Table II-3 on page II-24, this estimate would allow for a moderate annual growth rate of approximately 1.85% per year, maintained throughout the duration of the Thirty-Year Master Plan Project. Future enrollment growth (participation rate), however, is dependent upon a number of key factors such as the availability of State funding; the College's academic programs, course scheduling, the campus facilities, business and industry needs; and demographic characteristics. At the present time, these factors strongly suggest the enrollment at the completion of the Five-Year Campus Plan (2007) would be slightly less than 17,000. However, for planning purposes the future enrollment projections for the Thirty-Year Master Plan do not exceed 21,300.

The College plans to accommodate its enrollment growth in part through course scheduling. Through its course schedule, the College would ensure the campus student population does not exceed 35 percent during any given time frame. The existing percentage of the student population on campus weekdays is as noted below; the remaining 12 percent are on campus Saturdays and Sundays:

- 7:00 A.M. to Noon        35 percent
- 1:00 P.M. to 5:00 P.M.   21 percent
- 6:00 P.M. to 10:00 P.M. 32 percent.

## INTENDED USES OF THE EIR, RESPONSIBLE AGENCIES AND DISCRETIONARY ACTIONS

This EIR assesses the Proposed Project, as defined above, for the purposes of complying with CEQA prior to action by the District Board of Trustees. As part of the implementation of this Project, additional approvals and permits would be required. These include demolition, drainage and grading permits granted by the City of Los Angeles. The Proposed Project may also require zoning approvals granted by the City of Los Angeles, including a zone change, conditional use permit, and parking variance. Despite the independent sovereignty of the District, the Proposed Project must comply with applicable building and zoning ordinances of the City, unless the governing board of the District votes to expressly exempt the Project. On- and off-site drainage infrastructure and roadway improvements

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<sup>3</sup> Mary Ann Breckell, Vice President, Los Angeles Trade-Technical College, February 2005.

would be subject to review and approval by the appropriate local agency. In addition, the Proposed Project would be subject to review and approval by the California Division of State Architect pursuant to the Education Code. This Draft EIR serves as environmental compliance documentation for these and any other related permits or approvals required as part of implementation of the Proposed Project. In addition to the discretionary actions identified above, portions of the Proposed Project or project-related activities may require approval from various public agencies (e.g., permits, financing approval, or participation agreements). Such approvals could include but not necessarily be limited to:

- State of California Agencies
  - Department of General Services, Division of State Architect
  - Department of Toxic Substances Control
  - State Fire Marshal
- Regional Agencies
  - 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
  - Recreation and Parks Department
  - Metropolitan Transportation Authority
- City of Los Angeles
  - Building and Safety
  - Planning Department

**Table II-3**  
**Estimated Student Enrollment Projections**

<b>Year</b>	<b>Beginning Student Enrollment</b>	<b>Growth Rate</b>	<b>Ending Student Enrollment</b>
2007	12.088	1.85%	12.312
2008	12.312	1.85%	12.539
2009	12.539	1.85%	12.771
2010	12.771	1.85%	13.008
2011	13.008	1.85%	13.248
2012	13.248	1.85%	13.493
2013	13.493	1.85%	13.743
2014	13.743	1.85%	13.997
2015	13.997	1.85%	14.256
2016	14.256	1.85%	14.520
2017	14.520	1.85%	14.789
2018	14.789	1.85%	15.062
2019	15.062	1.85%	15.341
2020	15.341	1.85%	15.625
2021	15.625	1.85%	15.914
2022	15.914	1.85%	16.208
2023	16.208	1.85%	16.508
2024	16.508	1.85%	16.813
2025	16.813	1.85%	17.124
2026	17.124	1.85%	17.441
2027	17.441	1.85%	17.764
2028	17.764	1.85%	18.092
2029	18.092	1.85%	18.427
2030	18.427	1.85%	18.768
2031	18.768	1.85%	19.115
2032	19.115	1.85%	19.469
2033	19.469	1.85%	19.829
2034	19.829	1.85%	20.196
2035	20.196	1.85%	20.570
2036	20.570	1.85%	20.950
2037	20.950	1.85%	21.338

Source: LATTC, February 24, 2005.

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### III. ENVIRONMENTAL SETTING

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#### OVERVIEW OF ENVIRONMENTAL SETTING

##### Project Location

Los Angeles Trade-Technical College (LATTC) is located at 400 West Washington Boulevard in the Southeast Los Angeles Community Planning area of the City of Los Angeles. The LATTC Campus currently occupies approximately 28.6 acres generally bounded by Flower Street to the west, Washington Boulevard to the north, Grand Avenue to the east, and 23<sup>rd</sup> Street to the south, and includes the southern portion (2.3 acres) of the city block bounded by Washington Boulevard, Grand Avenue, Olive Street and 21<sup>st</sup> Street. The Thirty-Year Master Plan proposes to acquire and develop an additional 3.46 acres of property located east of the main campus, bounded by Grand Avenue to the east, 21<sup>st</sup> Street to the north, Olive Street to the west, and 23<sup>rd</sup> Street to the south, including the vacation of the 22<sup>nd</sup> Street right-of-way between Grand Avenue and Olive Street. When the Thirty-Year Master Plan is completed, the Campus will occupy approximately 32.2 acres.

Regional access to the Campus is provided by the Santa Monica Freeway (I-10) and the Harbor Freeway (I-110). The location of the Campus in a regional context is depicted in Figure 1, Regional Location Map on page II-2. A vicinity map depicting the project boundaries in the context of the surrounding roadways is provided in Figure 2, Project Vicinity Map on page II-3.

##### Existing Land Uses

The Project Site includes the entire existing LATTC Campus, located at 400 W. Washington Boulevard in the Southeast Los Angeles Community Planning Area (CPA) of the City of Los Angeles. As stated above, the main campus currently occupies approximately 28.6 acres generally bounded by Flower Street to the west, Washington Boulevard to the north, Grand Avenue to the east, and 23<sup>rd</sup> Street to the south. Currently, the LATTC Campus is developed with approximately 780,000 gross square feet (GSF) of developed floor area. As defined in Section II. Project Description, the Thirty-Year Master Plan builds upon the approved and entitled buildout of the Five-Year Campus Plan, which envisions a cumulative campus-wide development of approximately 850,000 GSF within the existing LATTC Campus. The construction of several of the projects identified within the Five-Year Campus Plan has already been initiated. As such, and as directed by CEQA, the analysis presented in this EIR is based on the theoretical future environmental setting that is anticipated upon the completion of the Five-Year Campus Plan. A campus plan, showing the extent of development and arrangement of classroom buildings, open space areas, and circulation patterns is illustrated in Figure II-3 in Section II. Project Description.

The area proposed for acquisition and further campus development is currently developed with approximately 98,084 sf of industrial uses, including the following buildings/uses: DLDG (5,040 sf),



Lourdes Chavez (5,040 sf), Swanney John E Co. Garage (26,640 sf), BNB International Textile Inc. (13,992 sf), an unmarked warehouse (4,500 sf), Nantiyaetal Darakananda (4,951 sf), Racks & More (3,120 sf), Balls of Cotton (6,566 sf), David Jacobs (3,300 sf), Med Zone (4,815 sf), K.W. Supply Co, (10,320 sf), and an ancillary LATTC building (9,800 sf).

### **Adjacent Land Uses**

Land uses surrounding the LATTC Campus generally consist of commercial, light industrial, institutional, and public facility uses. North of the LATTC Campus, across Washington Boulevard, are commercial uses (i.e., fast food restaurants) followed by the Santa Monica Freeway (I-10). East of the LATTC Campus, across Olive Street are public facility uses, including a court house, as well as industrial uses and a small triangular park. South of the LATTC Campus, across 23<sup>rd</sup> Street are commercial, institutional, and residential uses, including a hospital, an orthopedic magnet school, an impound lot, and a four-story multiple-family residential building. West of the LATTC Campus, across Flower Street are commercial uses and parking. Additionally, the commercial SBC telecommunications building is located adjacent to the LATTC Campus at the southeast corner of Washington Boulevard and Grand Avenue.

Other prominent landmarks in the vicinity of the Project Site include the STAPLES Center and the Los Angeles Convention Center to the north (on the north side of the I-10 Freeway), the SR-110 Freeway to the west, and the Exposition Park neighborhood and the University of Southern California campus to the southwest.

### **Aesthetics**

Within the context of the urban downtown Los Angeles setting, the LATTC Campus is surrounded by low-to mid-rise commercial/industrial and commercial/office structures. The existing one- to five story buildings developed throughout the LATTC Campus blend into the urban surroundings and lack distinguishing architectural features marking the Campus' identity. Representative photographs documenting the existing visual setting from a streetscape perspective are depicted in Section IV.A. Aesthetics/Views.

### **Air Quality**

The Project Site is located within the Los Angeles County portion of the SCAB. The SCAB is an area of high air pollution potential due to its climate and topography. The SCAB is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter. The City of Malibu is typical of some of the SCAB's best air quality areas because of its location along the coast, upwind from most mobile and stationary sources. Ambient pollution concentrations are typically higher in the San Gabriel Valley and near Riverside, at the foot of the San Gabriel Mountains. Under the California Clean Air Act (CCAA), the Los Angeles County portion of the SCAB is designated as a non-attainment area for ozone, carbon monoxide, and

respirable particulate matter. The air basin is designated as an attainment area for nitrogen dioxide, sulfur dioxide, sulfates, and lead.<sup>1</sup>

### **Geology/Soils**

The Project Site is located in the upper Los Angeles Coastal Plain portion of the Central Block within the greater Los Angeles Basin. The floor of the Los Angeles Basin is generally flat and represents a vast alluvial outwash plain, as the Los Angeles Basin is the transition zone between the Transverse Ranges and Peninsular Ranges geomorphic provinces of California. The Transverse Ranges province, which is located north of the Project Site, is characterized by east-west trending convergent deformation structural features, which are the result of north-south crustal shorting due to plate tectonics locally folding uplift of the mountains and lowering of the intervening valleys. The Peninsular Ranges, which are located to the south and east of the Project Site, exhibit the northwest and southeast trending strike slip faults separating the intra-Province blocks.

The Project Site is relatively flat with a gentle upward slope toward the north. Surface elevation varies from 210 feet mean sea level (msl) near the southern portion of the Project Site to 220 feet msl in the northern portion. The Campus is underlain by recent alluvial deposits that consist predominately of natural flood plain deposits from the Los Angeles River.

Drainage at the Project Site is by sheet flow either from catch basins and drains on-site or onto adjacent streets, which funnel into the local storm drain system. The historical high groundwater level is expected to be greater than 75 feet below the ground surface. Perched groundwater was encountered at approximately 40 feet below the surface elevation. However, fluctuations in groundwater levels, localized zones of perched water and soil moisture content can be anticipated during and after the rainy season.

### **Land Use and Zoning Designations**

The main LATTC Campus is designated as a "Public Facility" land use in the Southeast Los Angeles Community Plan and includes "Multi-Family Residential" (R4), "Commercial" (C2) and "Industrial" (M1) zoning designations.

### **Noise**

The Project Site is located within the highly-developed, urban environment of downtown Los Angeles. Traffic-related noise is the principle source of noise in the area, particularly due to cars along local roadways, busses from public transit lines servicing the area, and the MTA light rail transit (LRT) Blue Line that runs adjacent to the Project Site along Washington Boulevard. The Project Site is largely

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<sup>1</sup> California Air Resources Board, *Proposed Area Designations and Maps*, September 2000.

surrounded by commercial and light-industrial land uses. Day-to-day operation of such land uses also contributes to the ambient noise level.

The ambient noise levels in the vicinity of the Project Site range from 69.8 dBA at the northeast corner of Flower Street and 23<sup>rd</sup> Street (Location 6) to 76.8 dBA at the northeast corner of Washington Boulevard and Olive Street (Location 1). Receptor Location 6 has an  $L_{eq}$  value that falls in the "Conditionally Acceptable" range for school uses, while the remaining Receptor Locations have  $L_{eq}$  values that fall within the "Normally Unacceptable" range for school uses. The ambient noise conditions are described in further detail in Section IV.F. Noise.

## **Public Services**

### *Police Protection*

Primary police protection for the Project Site is provided by the Los Angeles County Sheriff Department's (LASD) Community College Bureau (CCB). The CCB provides contract policing and security services to all nine community college campuses located within the Los Angeles Community College District, including the LATTC Campus. Police protection immediately surrounding the Campus is provided by the City of Los Angeles Police Department (LAPD). The area surrounding the Project Site is located within the jurisdiction of the LAPD's Central Bureau, which occupies 66.85 square miles and serves a population of approximately 964,732 people in downtown Los Angeles. Police stations located within the Central Bureau jurisdiction include the Central Area, Rampart, Hollenbeck, Northeast, and Newton Community Police Stations. Specific details of the LASD and LAPD operations, including crime statistics for the LATTC Campus and surrounding LAPD jurisdiction are provided in Section IV.G-1. Public Services - Police Protection.

### *Fire Protection*

Fire protection services for the Project Site and surrounding area are provided by the Los Angeles City Fire Department (LAFD). The following LAFD fire stations provide initial response service to the Project Site: Fire Station No. 10 located at 1335 S. Olive Street, Fire Station No. 9 located at 430 E. 7<sup>th</sup> Street, and Fire Station No. 15 located at 915 W. Jefferson Boulevard. Specific details related to LAFD operations and level of service, including average emergency response times and required fire-flow rates, are provided in Section IV.G-2. Fire Protection.

## **Public Utilities**

### *Energy (Electricity-Natural Gas)*

Electrical utility service is currently provided to both the Project Site and the surrounding locale by the City of Los Angeles Department of Water and Power (LADWP).

The Southern California Gas Company (SGC) provides natural gas to the City of Los Angeles through existing gas mains located under the streets and public right-of-ways. Natural gas service is provided in accordance with SGC policies.

### *Wastewater*

The City of Los Angeles Department of Public Works, Bureau of Sanitation Division provides sewer conveyance infrastructure and wastewater treatment services in the project area. The Hyperion Treatment Plant (HTP), located directly west of the Los Angeles International Airport in Playa Del Rey, would provide wastewater treatment for the Project Site. Existing sewer lines serving the Project Site include: 8-inch and 24-inch mains in Washington Boulevard, an 8-inch main in Olive Street, a 50-inch main in Grand Avenue, an 8-inch main in 23<sup>rd</sup> Street, an 8-inch main in 21<sup>st</sup> Street, 8-inch and 12-inch mains in Flower Street, and an 8-inch main running east-west across the center of the Campus, between Washington Boulevard and 21<sup>st</sup> Street. Assuming that the Campus' existing conditions include the development outlined in the Five-Year Campus Plan, an average of approximately 249,964 gallons per day (gpd) or 91 million gallons per year of wastewater is generated on the Project Site by the existing uses.

### *Water*

Water service is provided to both the Project Site and the surrounding locale by the City of Los Angeles Department of Water and Power (LADWP). LADWP is responsible for ensuring that water demand within the City is met and that State and federal water quality standards are achieved. In terms of the City's overall water supply, in addition to local groundwater sources, the LADWP operates and receives water via the Los Angeles-Owens River aqueduct and is a member of the Metropolitan Water District of Southern California (MWD). Water is currently consumed on the Project Site for a variety of uses, including field and landscaping irrigation, public restrooms, classroom uses, and food preparation. Assuming that the Campus' existing conditions include the anticipated level of development at the completion of the Five-Year Campus Plan, an average of approximately 299,957 gallons per day (gpd) or 109 million gallons per year of water is consumed on the Project Site by the existing uses.

### *Solid Waste*

Within the City of Los Angeles, solid waste management, including collection and disposal services and landfill operation, is administered by various public agencies and private companies. Currently, solid waste generated in the City of Los Angeles is typically disposed of at the Sunshine Canyon Landfill north of Granada Hills, the Bradley Landfill and Recycling Center in Sun Valley, or the Olinda Alpha Landfill in Orange County. The capacities and estimated dates of closure for each landfill that may receive solid waste from the Project Site are identified in Section IV.H. Public Utilities - Solid Waste.

### **Traffic/Circulation and Parking**

#### *Traffic*

The Project Site is bounded by Washington Boulevard to the north, Olive Street to the east, 23<sup>rd</sup> Street to the south, and Flower street to the west. Regional access to the Project Site is provided via the Harbor Freeway (SR-110) and the Santa Monica Freeway (I-10). The Harbor Freeway runs in a north-south direction and is located approximately 0.10 mile west of the Project Site. Freeway access is provided at Adams Boulevard. The Santa Monica Freeway (I-10) runs in an east-west direction, approximately 0.15 mile north of the Project Site. Freeway access is provided at Grand Avenue and at Los Angeles Street.

Peak hour traffic counts were collected for the Proposed Project in October 2004 for the weekday morning peak hour (7:00 a.m. to 9:00 a.m.) and the weekday afternoon peak hour (4:00 p.m. to 6:00 p.m.). All 15 of the intersections analyzed operate at acceptable conditions (i.e., LOS D or better) during the morning peak hour. Fourteen of the 15 intersections analyzed operate at acceptable conditions (i.e., LOS D or better) during the afternoon peak hour. The intersection of Grand Avenue & 21<sup>st</sup> Street operates at an unacceptable level (LOS F) during the afternoon peak hour.

#### *Existing Transit Service*

Numerous bus lines operated by six different transportation agencies as well as the Metro Blue Line operated by the LACMTA currently serve the study area. Thirty of the bus lines are operated by LACMTA; nine are operated by LADOT; and several other bus lines are operated by Torrance Transit, Foothill Transit, Gardena Municipal Bus Line, and Santa Monica Municipal Bus Line. These transit lines are described in further detail in Section IV.I. Transportation/Circulation.

#### *Campus Parking*

Currently, the Campus provides 1,690 parking spaces within and around the Campus: approximately 840 spaces are provided within surface parking lots within the Campus; approximately 550 spaces are off-site (located under the I-10 Freeway between Flower Street and Grand Avenue. Approximately 50 metered parking spaces exist along 21<sup>st</sup>, Hope, and 22<sup>nd</sup> Streets and approximately 250 metered parking



spaces are available on-street within two blocks of the Campus. Based on the parking spaces available for campus use (1,690 spaces) and the current enrollment of 15,000 students, the current parking ratio is about 0.113 spaces per student. Campus parking conditions are described in further detail in Section IV.I. Transportation/Circulation.

## **IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT**

Public Resources Code section 21002.1 and CEQA Guidelines Section 15128 require a statement briefly indicating the reasons why the lead agency determined that various possible significant effects actually were not significant and were not discussed in detail in the EIR. This section discusses those anticipated effects of the Proposed Project that were determined, through the Initial Study process, to not require further analysis in the EIR. The following is a summary of the determinations made in the Initial Study.

### **Aesthetics – Shade & Shadow**

The issue of shade and shadow pertains to the blockage of direct sunlight by project buildings, which may affect adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses, such as residential, recreational/parks, churches, schools, outdoor restaurants, and pedestrian areas have some reasonable expectations for direct sunlight and warmth from the sun. These land uses are termed “shadow-sensitive”. As a result of latitude and rotation of the earth respective to the sun, shadow patterns in southern California generally fall to the northwest, north, and northeast. Shadows do not extend in a southerly direction and thus would not affect any land uses located south of the Project Site. Land uses immediately adjacent to the Project Site that could potentially be affected by future shadow patterns do not include any residential, recreational/parks, churches, schools, outdoor restaurants, or pedestrian-oriented areas. In addition, the structures proposed within the Thirty-Year Master Plan are within the allowable height limitations of the underlying zoning code. Thus, further analysis of this issue is not warranted.

### **Agricultural Resources**

The Project Site is already developed with an urban use and is located in an urban setting. There are no agricultural uses or related operations on or near the site. Due to its urban setting, the site area has not been mapped pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency and no land in the surrounding area is zoned for agricultural use nor enrolled under the Williamson Act. Therefore, the Proposed Project would have no impact to agricultural resources.

### **Biological Resources**

Because of the urban history of the Project Site and the high levels of urban activity in the immediate area, the Project Site is not habitat to any candidate, sensitive, or special status species. No

waterbodies, wetlands, riparian habitat or other sensitive natural communities exist on the Project Site. No adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans are applicable to the Project Site. The Project Site does contain ornamental, shade and recreational landscaping. The Proposed Project would reconfigure these features, resulting in a net gain in landscaped area. As such, impacts to biological resources were determined not to be significant.

### **Cultural Resources**

Potentially significant impacts on cultural resources were identified in the Initial Study and are analyzed in this EIR. However, the Initial Study also determined that possible impacts on cultural resources would not be significant. Specifically, impacts on archeological resources, paleontological resources, and human remains were found not to be significant. No prehistoric archeological sites, unique paleontological resources, or human remains are known to be present on the Project Site. The Project Site is located within an urbanized area and has been fully developed and subject to disturbance for decades, thus superficial resources that could have been present would likely have been disturbed or removed previously. Though no archeological resources, paleontological resources, or human remains are expected to be uncovered, construction monitoring would evaluate and address any such resources that might be uncovered. Therefore, the Initial Study found that the Proposed Project would not have a significant impact on subsurface cultural resources.

### **Mineral Resources**

The Project Site is in an urban, developed condition and no mineral resources are currently accessed through the site. The Project Site is not designated by the City of Los Angeles or the California Geological Survey as containing significant mineral deposits or designated as a locally-important mineral resource site. The Project Site is within the boundary of a mapped oil field. However the Proposed Project would not alter the potential availability of oil resources. Therefore, the Initial Study found that the Proposed Project would have no impact on the availability of any known mineral resource.

### **Population and Housing**

The Proposed Project is not residential in nature, would not displace any persons or housing, and is not expected to induce substantial new population or housing growth in the region. Thus impacts on population and housing were not found to be significant.

### **Recreation**

The Proposed Project provides for enhancements to the recreational facilities provided by the College to meet the recreational demand of the student body. The Proposed Project is not expected to introduce a

substantial new resident population that would change the regional demand for recreational facilities. Therefore, the Proposed Project was found to have no significant impact on recreation.

## RELATED PROJECTS

CEQA requires that Environmental Impact Reports analyze “cumulative impacts”, defined in CEQA Guidelines Section 15355 as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” In addition, CEQA Guidelines Section 15130 indicates that the analysis of cumulative impacts need not be as in-depth as what is performed relative to the Proposed Project, but instead is to “be guided by the standards of practicality and reasonableness.” The cumulative impacts analysis considers the anticipated impacts of the Proposed Project along with reasonably foreseeable growth. According to CEQA Guidelines Section 15130(b)(1), reasonably foreseeable growth may be based on:<sup>2</sup>

- A list of past, present, and probable future projects producing related or cumulative impacts; and/or
- A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental planning document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

Cumulative study areas are defined based on an analysis of the geographical scope relevant to each particular environmental issue. Therefore, the cumulative study area, and related projects contained within, for each individual environmental impact issue may vary. For example, a cumulative visual impact generally could only affect the area within the view of the Project Site, while a cumulative air quality impact could affect the entire South Coast Air Basin. The specific boundaries, and the related projects within those boundaries, for the cumulative study area of each environmental issue, are identified in the applicable environmental issue section in Section V. Environmental Impact Analysis, of this Draft EIR. For purposes of the cumulative impact analysis, Table III-1 identifies a list of past, present, and probable future projects as derived from building and planning application records from the City of Los Angeles Department of City Planning and the Department of Transportation. The general location of each identified related project in relation to the Project Site is provided in Figure III-1.

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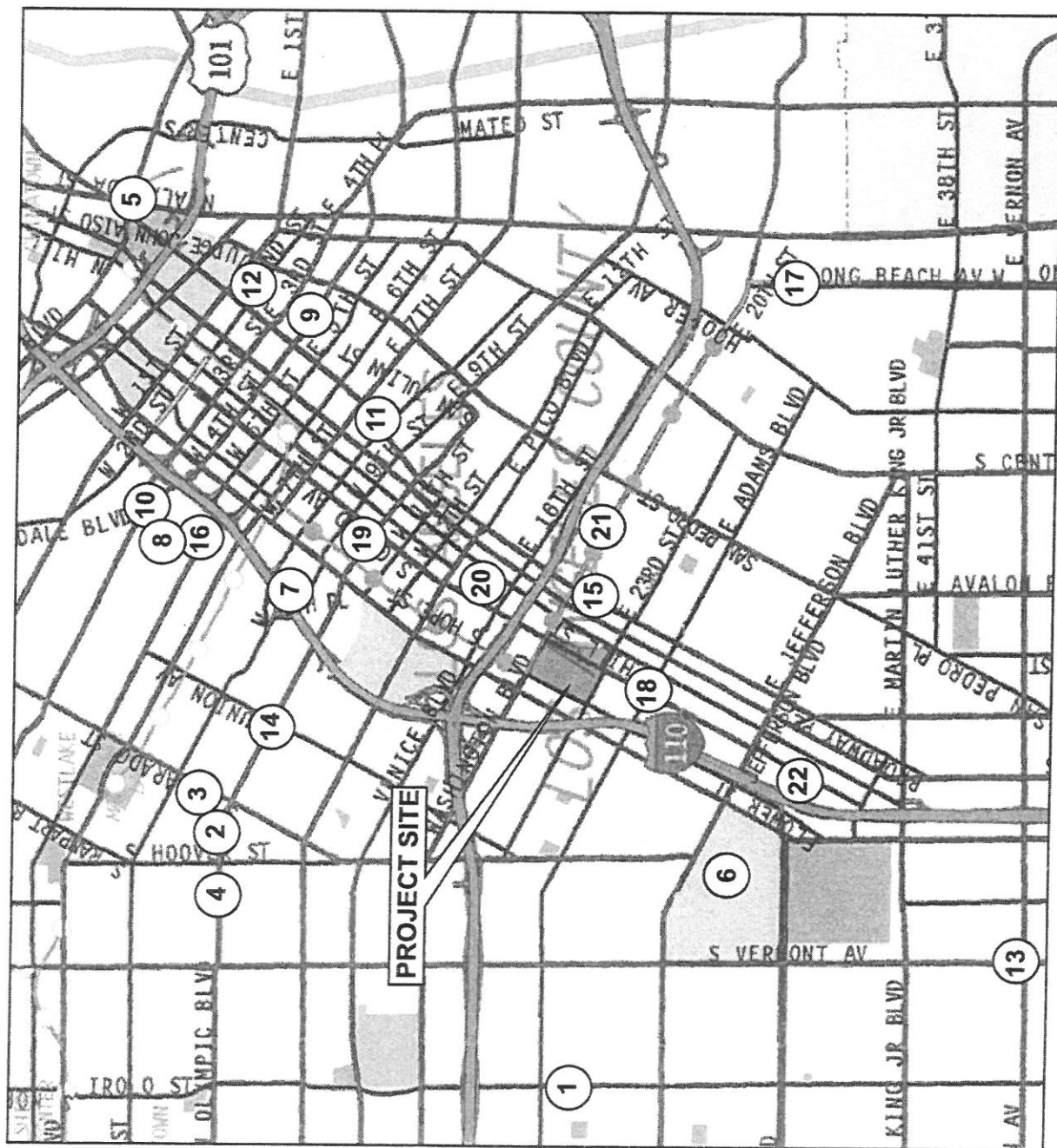
<sup>2</sup> Clarification based on *Communities for a Better Environment v. California Resources Agency*, 2002.

**Table III-1  
Related Projects**

	Project Name/Description	Location	Land Use	Size
1.	Yee Yuan Laundry	2775 Normandie Avenue	Laundromat	n/a
2.	California Center Bank	2222 W. Olympic Boulevard	Bank	12.8 ksf
3.	Car Wash and Retail Center	955 S. Alvarado Street	Car Wash/Retail	7.1 ksf
4.	Hollytron Retail Store	2580 Olympic Boulevard	Retail	23.5 ksf
5.	Alameda District Plan	Alameda Street and Los Angeles Street	Office	8,200 ksf
			Hotel	750 rooms
			Apartment	300 ksf
			Retail	250 ksf
			Museum	70 ksf
6.	Staples Entertainment Center	Figueroa Street and 11 <sup>th</sup> Street	Hotel	1,800 rooms
			Cinema	3,600 seats
			Theatre	1,000 seats
			Restaurant	345 ksf
			Retail	498 ksf
			Office	165 ksf
			Apartment	800 du
7.	Metropolis	8 <sup>th</sup> Street and Francisco Street	Hotel	600 rooms
			Office	1,600 ksf
			Retail	223 ksf
8.	LA Center Studios Expansion	5 <sup>th</sup> Street and Bixel Street	Sound Stage	249.3 ksf
9.	Bar and Restaurant	400 Main Street	Restaurant/Bar	5.3 ksf
10.	Mixed Use Residential Commercial	1207 W. 3 <sup>rd</sup> Street	Residential/Commercial	50 ksf
11.	Dance Hall	740 S. Broadway	Dance Hall	12.5 ksf
12.	Condominium	108 W. 2 <sup>nd</sup> Street	Condominium	146 ksf
13.	Fast Food with Drive-Thru	4405 S. Avalon Street	Fast Food	2.5 ksf
14.	Office and Specialty Retail	1630 W. Olympic Boulevard	Office/Retail	12.6 ksf
15.	LA Mart	1933 Broadway	Retail	250 ksf
16.	Mixed Use Residential Commercial	616 Saint Paul Street	Retail	10 ksf
			Apartment	146 du
17.	Manufacturing Facility	2015 S. Long Beach Avenue	Manufacturing	216 ksf
18.	Orthopedic High School	Grand Avenue and Adams Boulevard	High School	1,054 students
19.	Quality Restaurant and Night Club	605 W. Olympic Boulevard	Restaurant	7.1 ksf
20.	Medical Center/Clinic	1530 S. Olive Street	Medical Center	31.7 ksf
21.	High School	Maple Street and Washington Boulevard	High School	3,077 students
22.	Middle School	35 <sup>th</sup> Street and Grand Avenue	Middle School	2,129 students

ksf=1,000 square feet; du=dwelling units.

Source: Kaku Associates, December 2004.



Source: Thomas Bros. Maps, January 2005.

CHRISTOPHER A. JOSEPH & ASSOCIATES  
Environmental Planning and Research

Figure III-1  
Related Projects Location Map





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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### A. AESTHETICS

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#### INTRODUCTION

With respect to analyzing the visual and aesthetic impacts of the Proposed Project, the following analysis considers both the existing views (as depicted in site photographs taken at the time of this analysis) and future baseline views, taking into account the various site improvements that are proposed as part of the Five-Year Campus Plan. As the Five-Year Campus Plan will precede the buildout of the Thirty-Year Master Plan, the various site improvements proposed under that plan constitute the theoretical baseline in which to evaluate the impacts of the Proposed Project. For this reason, the following analysis discusses the environmental setting in the context of both scenarios.

#### ENVIRONMENTAL SETTING

The following discussion focuses on the tangible elements of visual character and viewsheds, and presents an objective means for comparing the before and after project construction scenarios. Many aspects of aesthetics, such as architectural design and materials, are subjective and oriented toward individual tastes and preferences, and these aspects of the Proposed Project are noted.

Viewsheds refer to the visual qualities of the geographical area that are defined by the horizon, topography, and other natural features that give an area its visual boundary and context, or by artificial developments that have become prominent visual components of the area. Public views are those which can be seen from vantage points which are publicly accessible, such as streets, freeways, parks, and vista points. These views are generally available to a greater number of persons than are private views. Private views are those that can be seen from vantage points located on private property. Private views are generally not considered to be impacted, even if an adjacent land use blocks such views, if the project complies with the underlying zoning and design guidelines applicable to the site. As the Proposed Project would be consistent with the applicable zoning and General Plan regulations with respect to building height, scale and massing, private views would not be significantly impacted. Therefore, for analytical purposes, the site photos and discussions of views concentrate on five major public viewsheds. **Viewsheds 1 through 5**, as identified in Figure IV.A-1 on page IV.A-2, have been selected according to the locations where the most prominent changes in the Campus' overall visual character would occur under the Proposed Project. The five major viewsheds are summarized as follows:

**Viewshed 1:** Viewshed 1 is comprised of views towards the northeast corner of the campus, at the intersection of Washington Boulevard and Grand Avenue.



**Viewshed 2:** Viewshed 2 is comprised of views along Grand Avenue between Washington Boulevard and 21<sup>st</sup> Street.

**Viewshed 3:** Viewshed 3 is comprised of views towards the northwestern portion of the campus, along Flower Street.

**Viewshed 4:** Viewshed 4 is comprised of views towards the southwestern corner of the campus, at the intersection of Flower Street and 23<sup>rd</sup> Street.

**Viewshed 5:** Viewshed 5 is comprised of the views towards the proposed acquisition properties along 23<sup>rd</sup> Street.

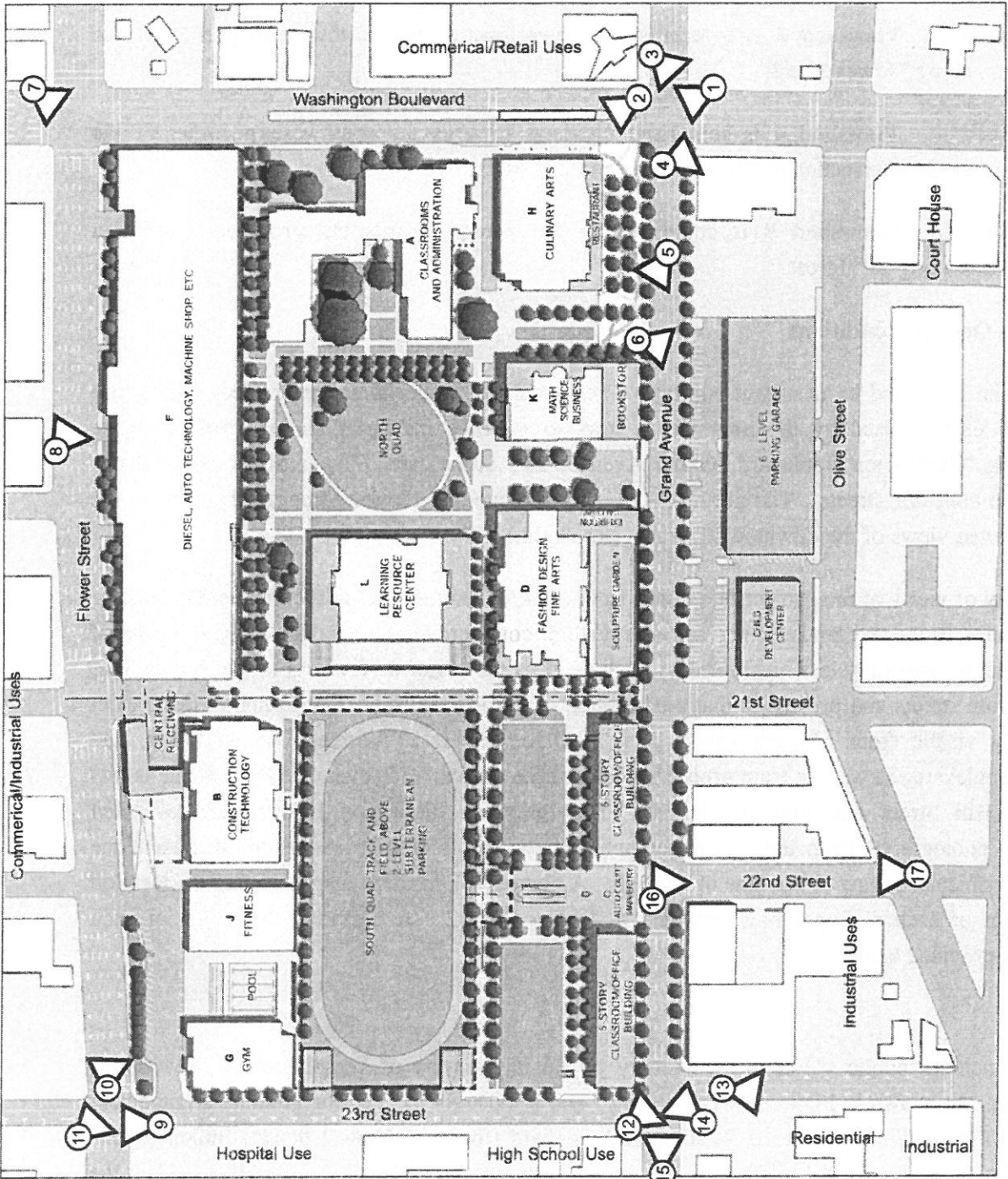
### **Existing 2005 On-Site Conditions**

The Project Site is located in an urbanized area. The viewsheds in the immediate project vicinity are predominantly characterized by the presence of low- to mid-rise industrial and commercial office buildings along Washington Boulevard, Grand Avenue, 23<sup>rd</sup> Street, and Flower Street, and various other local and collector streets. The north-south Grand Avenue and Flower Street roadway corridors also afford limited views of the downtown Los Angeles skyline.

The availability of views of the Project Site varies from off-site locations due to the intervening existing campus buildings, trees and landscaping, and surrounding commercial/industrial buildings. Views of the Project Site are generally less obstructed by such features the closer a viewer is to the Project Site, particularly from streets and properties that are adjacent to the Project Site. For example, the Project Site is clearly visible from adjacent streets such as Olive Street, 23<sup>rd</sup> Street, Flower Street, and Washington Boulevard, as well as from properties along these streets. However, the Project Site is less visible from Hill Street and Figueroa Street. The following discussion incorporates seventeen representative photographs from the five major public viewsheds identified above that document the existing environmental setting at the time of analysis. A photograph location map depicting the location and orientation of each photograph is provided in Figure IV.A-2. A narrative discussion of each photograph is provided below.

#### *Viewshed 1*

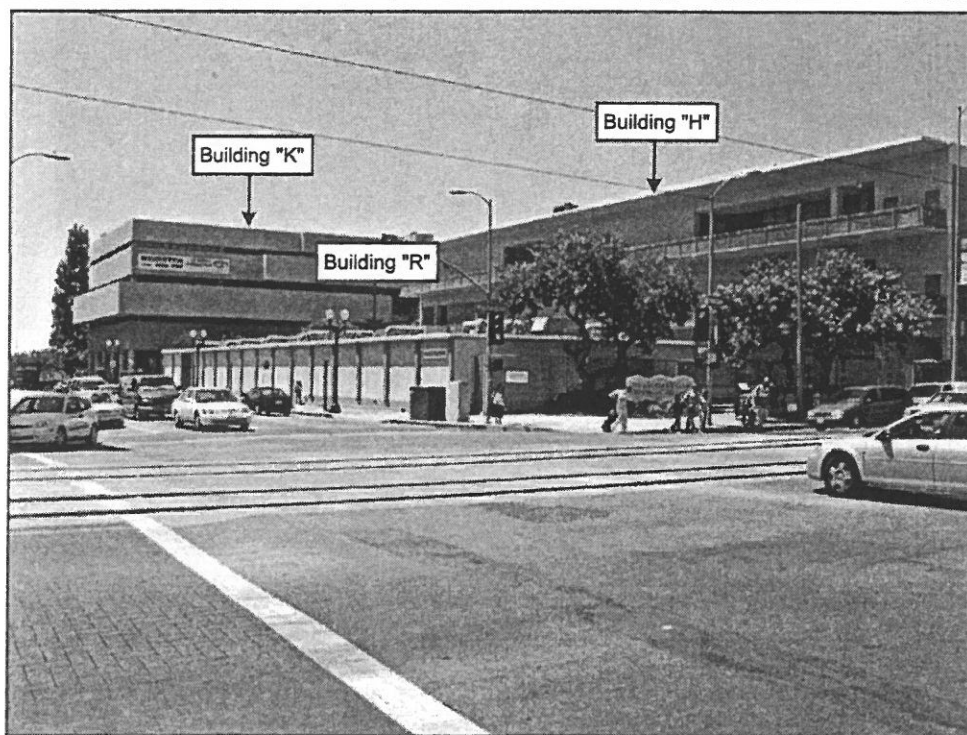
**Viewshed 1** includes public views in the vicinity of the intersection of Washington Boulevard and Grand Avenue. As shown in Figure IV.A-3, Views 1 and 2 illustrate the existing building arrangement of various LATTC buildings along the Washington Boulevard frontage. View 1 depicts Buildings “R” and “H” in the foreground and Building “K” in the background. View 2 includes Building “H” in the foreground and Building “A” in the background along the Washington Boulevard frontage. The Metro Rail Blue Line station is shown in the median island along Washington Boulevard, west of Grand Avenue. Figure IV.A-4 includes Views 3 and 4, which show the surrounding off-site land uses along the north and south sides of Washington Boulevard, east of Grand Avenue. View 3 shows the four-



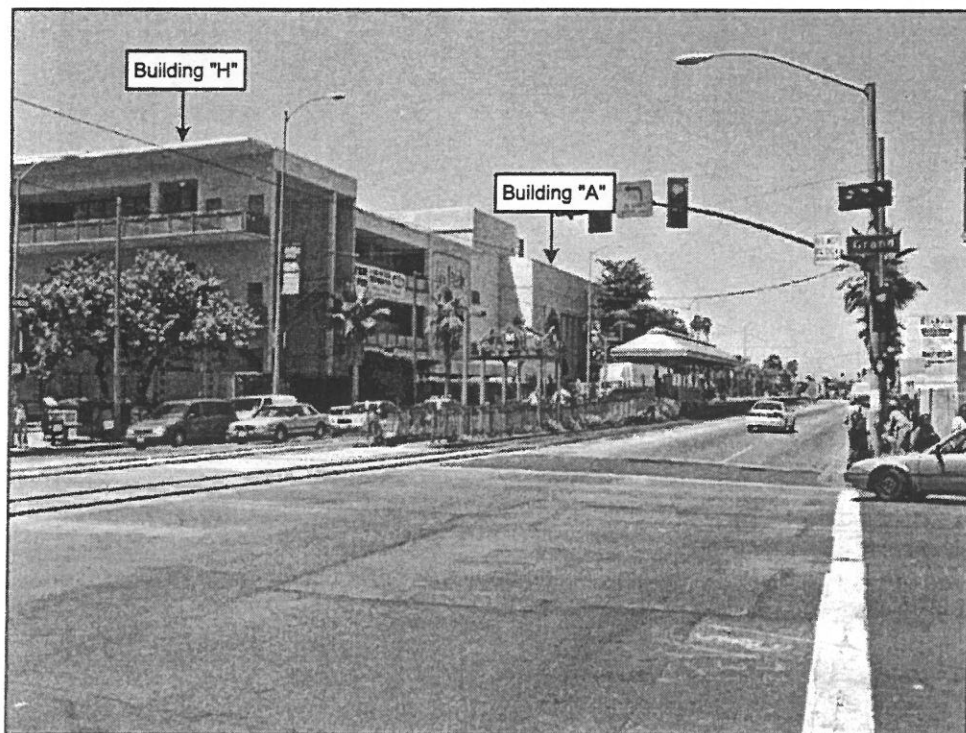
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Figure IV.A-2  
Photograph Location Map





**View 1:** Looking southwest from the intersection of Washington Boulevard and Grand Avenue.



**View 2:** Looking west down Washington Boulevard from the intersection of Grand Avenue and Washington Boulevard.

Source: Christopher A. Joseph & Associates, January 2005.



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Figure IV.A-3  
Viewshed 1: Views 1 and 2



**View 3:** Looking east down Washington Boulevard from the intersection of Washington Boulevard and Grand Avenue, with fast-food restaurants to the north (left) and the surrounding commercial uses to the south (right).



**View 4:** Looking east down Washington Boulevard from the intersection of Washington Boulevard and Grand Avenue, towards the surrounding retail, commercial, and fast-food restaurant uses.

Source: Christopher A. Joseph & Associates, January 2005.



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Figure IV.A-4  
Viewshed 1: Views 3 and 4

story SBC telecommunications building at the southeast corner of Grand Avenue and Washington Boulevard. The approximately 13-story federal courthouse is depicted in the background. View 4 shows two-low rise fast food establishments in the foreground and a 12-story hotel building located further to the east along the north side of Washington Boulevard.

#### *Viewshed 2*

**Viewshed 2** is directed towards the portion of the campus that extends east of Grand Avenue between Washington Boulevard and 21<sup>st</sup> Street. As shown in View 5 in Figure IV.A-5, Building “H” is a prominent feature along the west side of Grand Avenue. View 6 shows the existing surface parking areas east of Grand Avenue, just south of the SBC telecommunications Building.

#### *Viewshed 3*

**Viewshed 3** encompasses the northwest corner of the LATTC Campus along Flower Street. View 7, depicted in Figure IV.A-6, shows the LATTC marquee sign in front of Building “F”. View 8 depicts the northeasterly façade of Building “F” as seen from the west side of Flower Street.

#### *Viewshed 4*

**Viewshed 4** includes views of the LATTC Campus and surrounding land uses in the vicinity of Flower Street and 23<sup>rd</sup> Street. View 9 in Figure IV.A-7, includes off-site views of surrounding land uses along 23<sup>rd</sup> Street, west of Flower Street. View 10 depicts the surrounding land uses on the west side of Flower Street, between 23<sup>rd</sup> Street and Washington Boulevard. View 11 depicts the southwest corner of the LATTC Campus, with a surface parking lot in the foreground and Building “G” in the background.

#### *Viewshed 5*

**Viewshed 5** includes views of the proposed acquisition property bound by Grand Avenue to the west, 21<sup>st</sup> Street to the north, Olive Street to the east, and 23<sup>rd</sup> Street to the south. As shown in Views 12 through 17 in Figure IV.A-8 to IV.A-10, respectively, the proposed acquisition property is currently developed with one- and two-story industrial uses. View 14 depicts the southeast corner of the LATTC Campus at the intersection of Grand Avenue and 23<sup>rd</sup> Street. View 15 provides a view of the Grand Avenue corridor, looking north along Grand Avenue. Views 16 and 17 presented in Figure IV.A-10, provide views of the low-rise industrial properties that are proposed to be demolished and redeveloped as part of the Thirty-Year Master Plan.

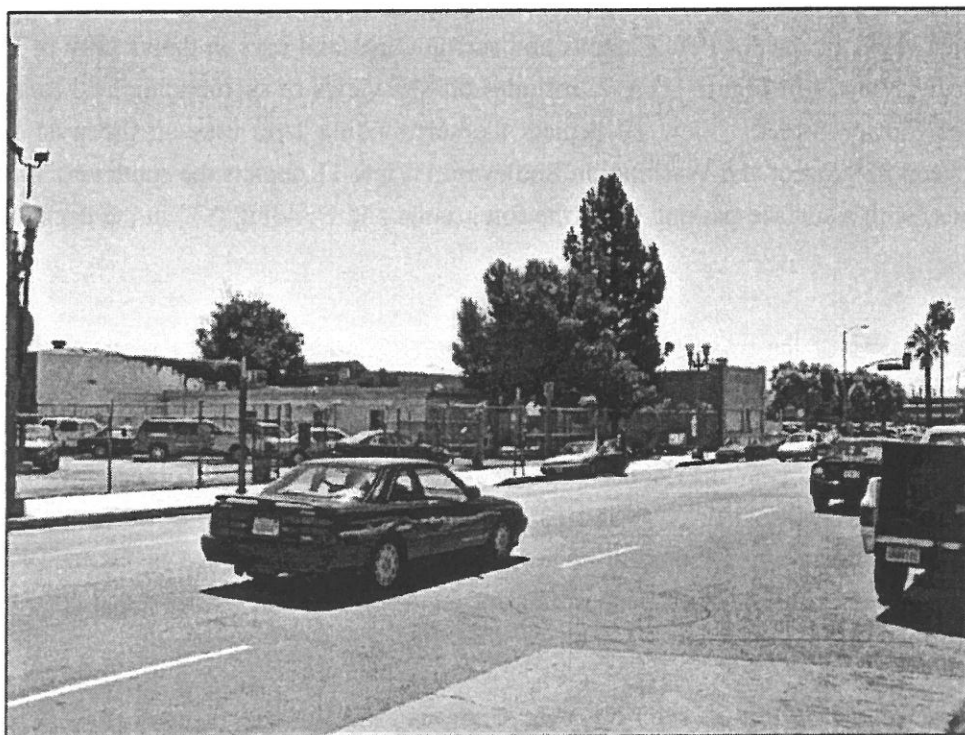
### **Future Baseline Assuming Buildout of the Five-Year Campus Plan (2007)**

The following discussion presents a detailed narrative description of the “Future Baseline” conditions at each of the prominent viewshed locations assuming buildout of the Five-Year Campus Plan. The campus arrangement of the Five-Year Campus Plan is illustrated in Figure II-3 in Section II. Project Description.





**View 5:** Looking northwest down Grand Avenue, with the Project Site to the right (west).



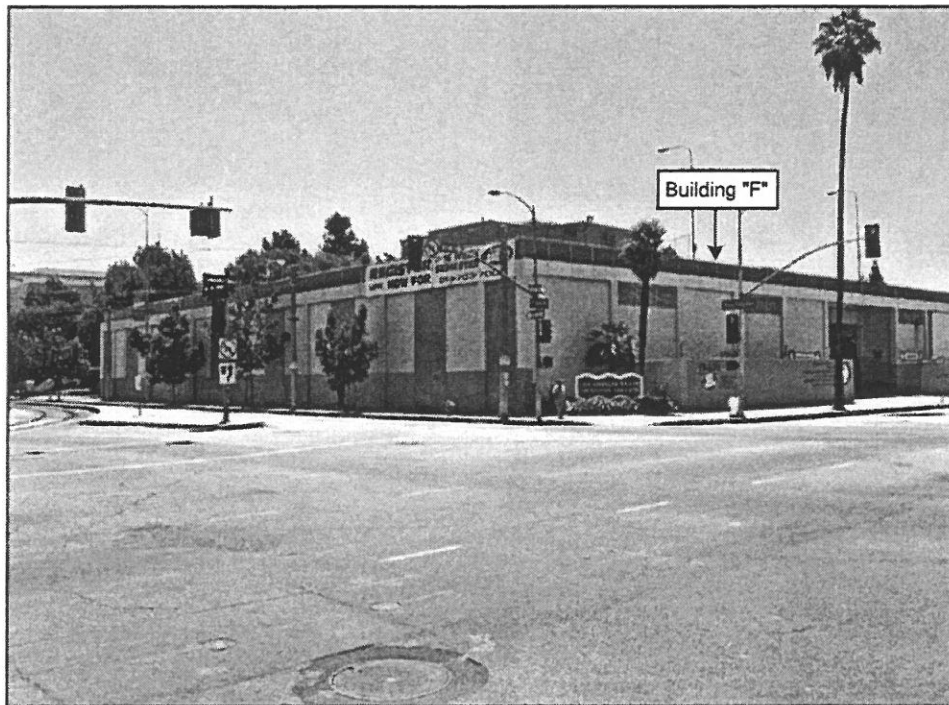
**View 6:** Looking southeast along Grand Avenue.

Source: Christopher A. Joseph & Associates, January 2005.



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**Figure IV.A-5**  
**Viewshed 2: Views 5 and 6**



**View 7:** Looking south from the northwest corner of the intersection of Washington Boulevard and Flower Street.



**View 8:** Looking northeast across Flower Street, towards the western-facing facade of Building "F".

Source: Christopher A. Joseph & Associates, January 2005.



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Figure IV.A-6  
Viewshed 3: Views 7 and 8





**View 9:** Looking west at off-site land uses along 23rd Street, west of Flower Street.

**View 10:** Looking north down Flower Street from the intersection of 23rd Street and Flower Street, with the Project Site to the east (right) and the surrounding off-site commercial uses to the west (left).



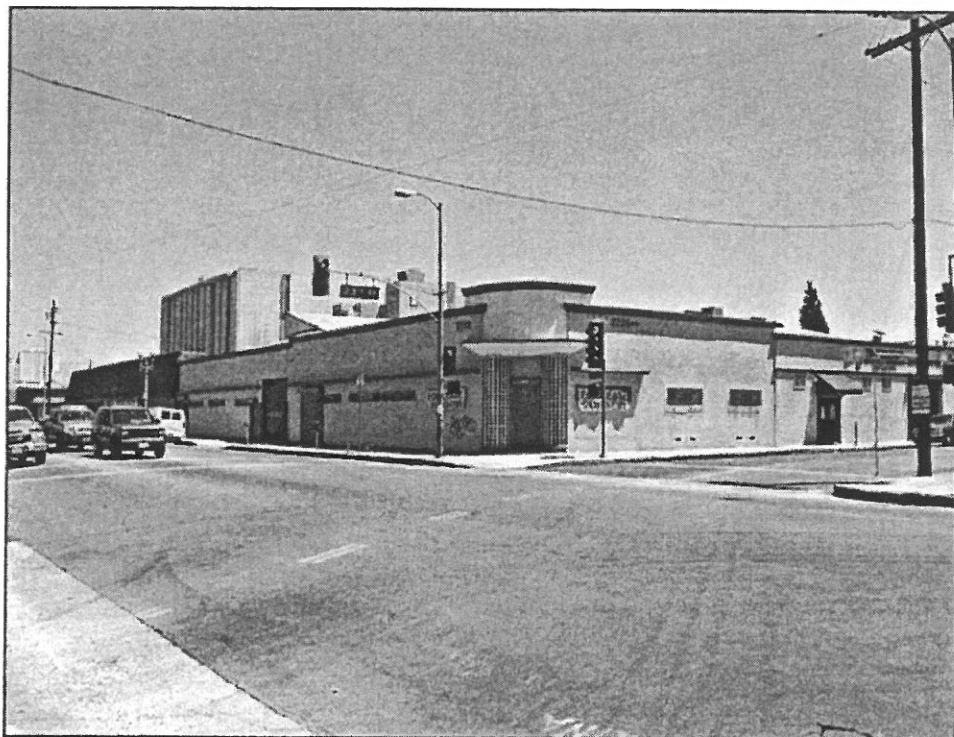
**View 11:** Looking east at the LATTC Campus from the intersection of 23rd Street and Flower Street.

Source: Christopher A. Joseph & Associates, January 2005.

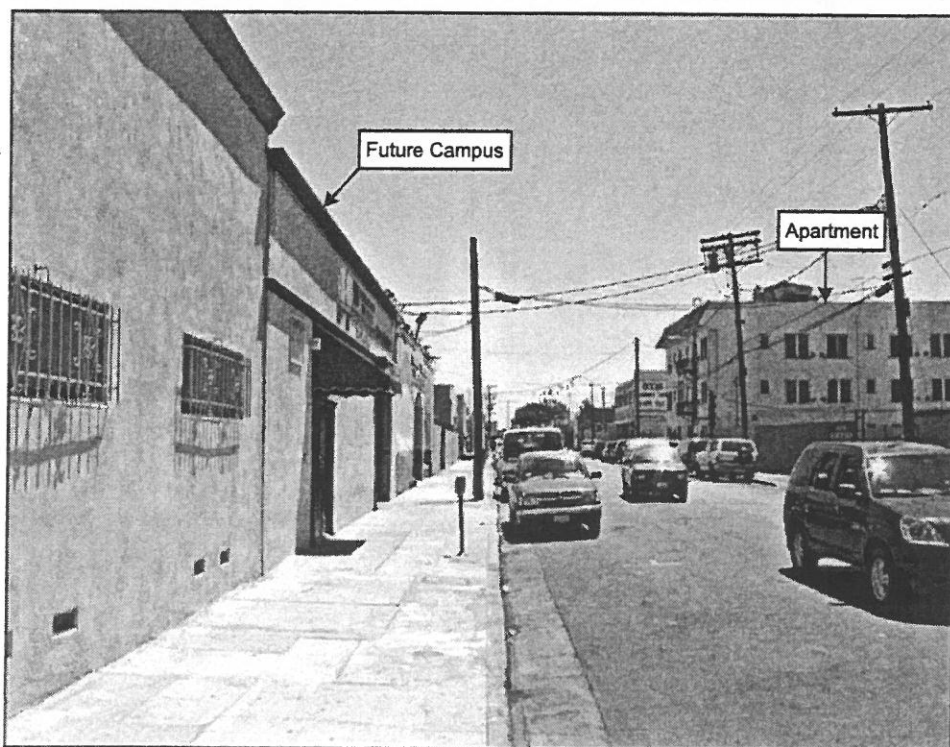


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Figure IV.A-7  
Viewshed 4: Views 9, 10, and 11



**View 12:** Looking northeast from the intersection of Grand Avenue and 23rd Street.



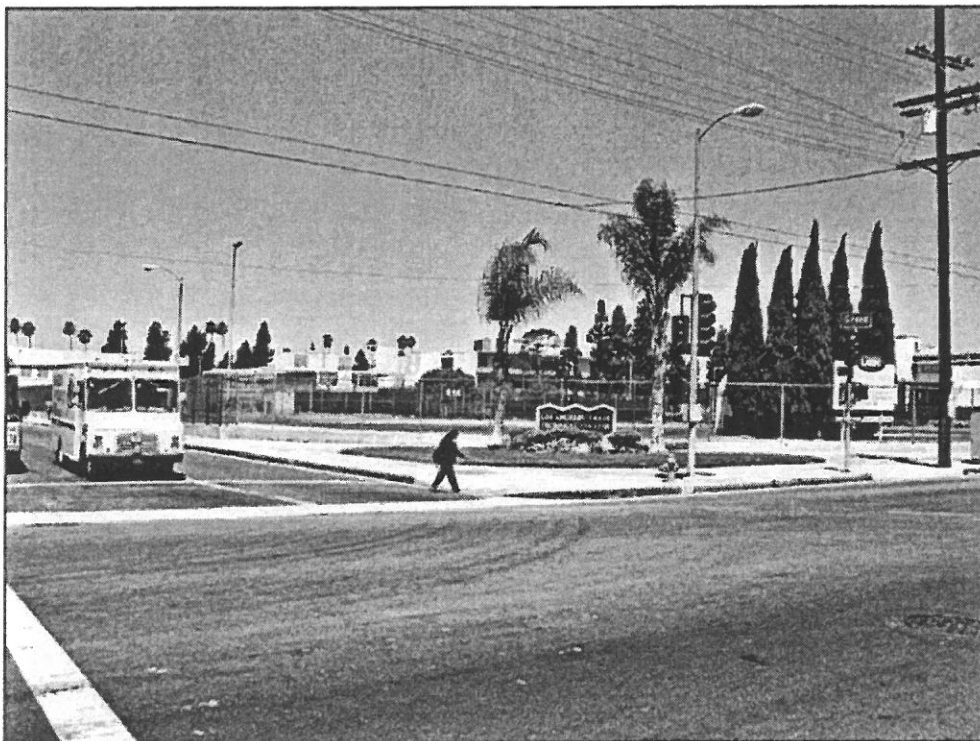
**View 13:** Looking east down 23rd Street near Grand Avenue, towards the surrounding commercial and residential uses.

Source: Christopher A. Joseph & Associates, January 2005.

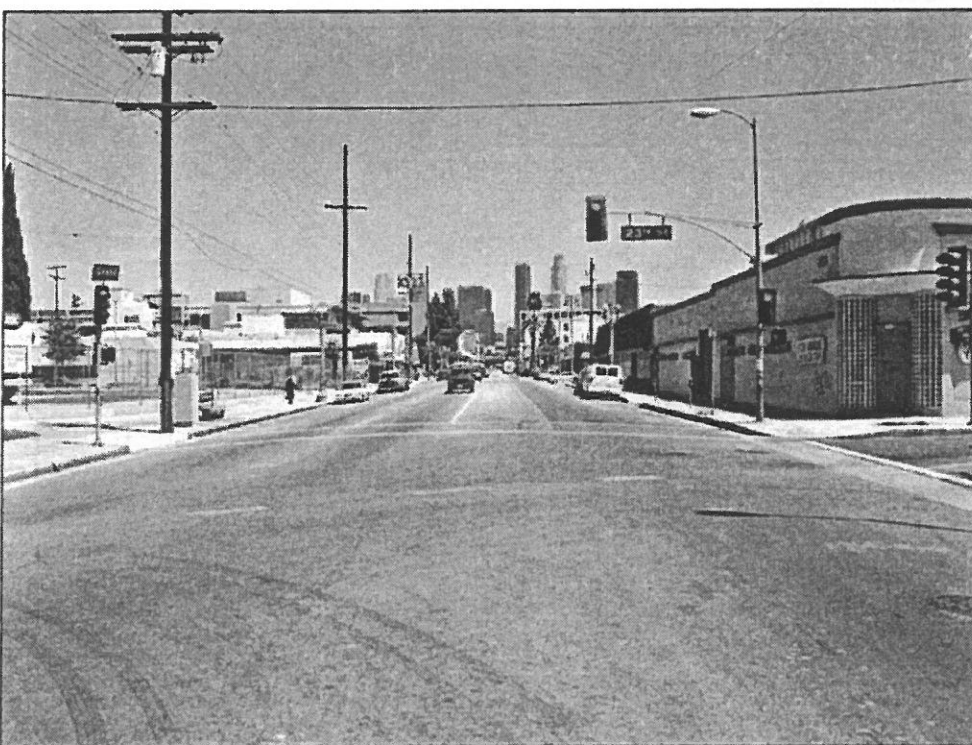


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Figure IV.A-8  
Viewshed 5: Views 12 and 13



**View 14:** Northwest view across the intersection of Grand Avenue and 23rd Street, towards the Project Site.



**View 15:** Looking northeast down Grand Avenue from 23rd Street, with the Project Site to the west (left) and the surrounding commercial uses to the east (right). In addition, downtown Los Angeles can be seen in the background.

Source: Christopher A. Joseph & Associates, January 2005.



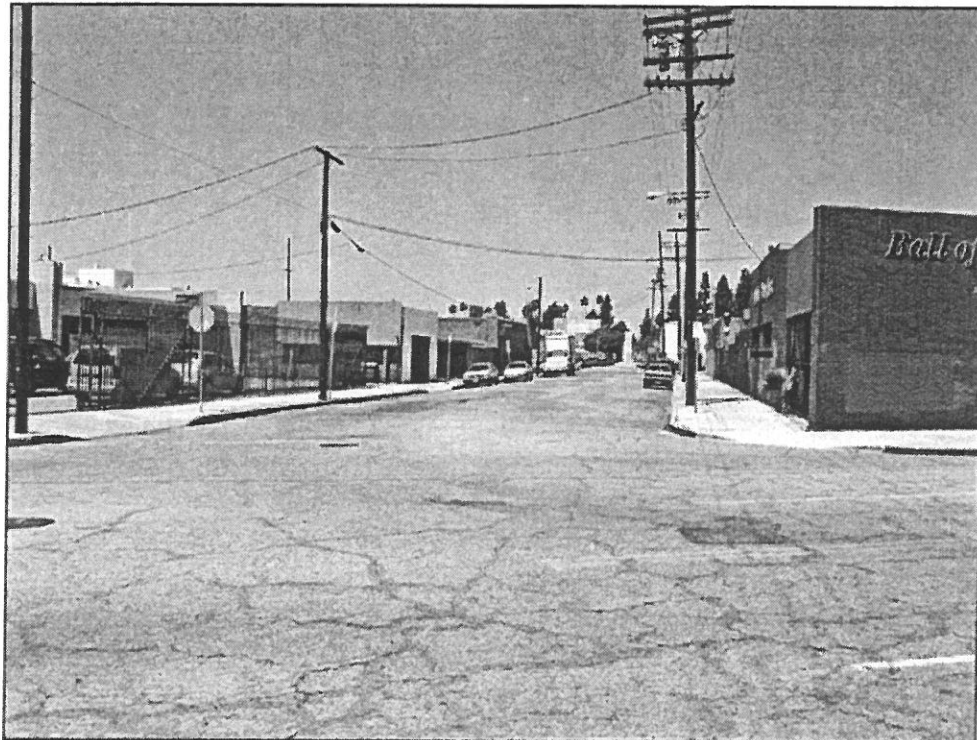
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**Figure IV.A-9**  
**Viewshed 5: Views 14 and 15**





**View 16:** Looking northeast from the intersection of Grand Avenue and 22nd Street, towards one- and two-story industrial uses located on the proposed acquisition property that comprises Viewshed 5.



**View 17:** Looking west down 22nd Street from the intersection of 22nd Street and Olive Street.

Source: Christopher A. Joseph & Associates, January 2005.



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Figure IV.A-10  
Viewshed 5: Views 16 and 17

*Viewshed 1*

Beginning at the corner of Washington Boulevard and Grand Avenue, the principle and most easily identified corner of the campus, a piazza will be located in place of Building "R", shaded by a grove of trees with abundant foliage, upon which opens a new restaurant at the ground floor of the newly expanded Culinary Arts Building (Building "H"). This piazza will be exemplified with a widened sidewalk, a vestibule to the Campus for pedestrians from points north and those arriving via the MTA Blue Line. Building "H" will contain a façade on the Grand Avenue building side with a billboard-like video screen announcing programs, opportunities, and events. Further south of Building "H", Building "K" will contain the student union at ground-level opening onto the piazza and the cafeteria on the north side facing onto the north quad. The College bookstore will be oriented towards Grand Avenue.

*Viewshed 2*

Two five-story buildings, each 60 feet in width and totaling 130,000 square feet, will bracket the campus entry and auto-court along Grand Avenue at the south campus. They will incorporate the Thirty-Year Master Plan vision that college buildings along Grand Avenue be scaled and configured to create a dramatic presence of the College within the overall urban environment of the downtown area. The buildings' relatively narrow floor plate will allow more height, natural ventilation, and ample daylight. The narrow floor plate will provide ample width for double loaded conditions accommodating both instructional and administrative uses. A two-story Child Development Center and an adjacent 800-car, six-level parking structure will be located on the east side of the south campus, along Grand Avenue.

*Viewshed 3*

On the west side of north campus, Building "F" will be comprised of the diesel, auto technology, and machine shop vocational classrooms. No campus improvements are proposed in this area under the Five-Year Campus Plan that would affect the existing viewshed from Flower Street or Washington Boulevard. Therefore, the existing views depicted in Views 7 and 8 constitute the baseline for evaluating visual impacts of the Thirty-year Master Plan.

*Viewshed 4*

On the west side of south campus, Building "B" will contain the Construction and Technology division of campus. Buildings "G" and "J" will contain the campus gym and fitness center. The campus swimming pool will be located between the two buildings.

*Viewshed 5*

**Viewshed 5** includes views of the proposed acquisition property bound by Grand Avenue to the west, 21<sup>st</sup> Street to the north, Olive Street to the east, and 23<sup>rd</sup> Street to the south. No campus improvements



are proposed in this area under the Five-Year Campus Plan that would affect the existing viewshed from as depicted in Views 12 through 17 in Figures IV.A-8 through IV.A-10, respectively.

### **Light and Glare**

The LATTC Campus and surrounding area are located in a highly urbanized area housing numerous sources of nighttime illumination including street lights, architectural and security lighting, stadium lighting, indoor building illumination (light emanating from the interior of structures which passes through windows), and automobile headlights. In addition, glare is common due primarily to the direct sunlight and the urbanized nature of the area, which result in a concentration of potentially reflective surfaces. Potentially reflective surfaces that affect the Project Site include automobiles traveling and parked on streets, windows in buildings, and surfaces of painted buildings in the project vicinity. The Five-Year Campus Plan will introduce new sources of light or glare, however, new lighting would not be substantially different from the existing light and glare that currently exists on the campus and immediate surrounding areas.

### **Surrounding Locale**

Within the context of the urban downtown Los Angeles setting, land uses surrounding the LATTC Campus generally consist of commercial, light industrial, and public facility uses. North of the LATTC Campus, across Washington Boulevard are light industrial uses, fast food restaurants (including a McDonalds on the northeast corner of Washington Boulevard and Grand Avenue), and the Metro Rail Blue Line "Grand" Station, located in the median of Washington Boulevard. South of the LATTC Campus, across 23<sup>rd</sup> Street, are commercial and institutional uses, including a hospital, an orthopedic magnet school, an impound lot, and a four-story multiple-family residential building. West of the LATTC Campus, across Flower Street, are one- to two-level industrial uses, several commercial uses, and an adult day care center. Public facility uses are located east of the LATTC Campus across Olive Street, including the Los Angeles County Municipal Court House, as well as industrial uses and a small triangular park. Also east of the LATTC Campus is the proposed acquisition property, which is bound by 21<sup>st</sup> Street to the north, Olive Street to the east, 23<sup>rd</sup> Street to the south, and Grand Avenue to the west. The proposed acquisition property currently contains one- and two-story industrial uses. Finally, limited industrial uses, including an SBC building, are located on the northern portion of the block bounded by Washington Boulevard to the north, Olive Street to the east, 21<sup>st</sup> Street to the south, and Grand Avenue to the west. Photographs of the surrounding uses are provided in Figures IV.A-7 and IV.A-8.

### **Regulatory Environment**

#### ***Community Plan***

The Project Site is located within the Southeast Los Angeles Community Plan area and the Council District Nine Corridors South of the Santa Monica Freeway Redevelopment Plan. Under the

Community Plan, the land use designation for the Project Site is Public Facility and Limited Industrial. The Community Plan does not specify height or FAR limitations for Public Facility or Limited Industrial land uses, therefore, they can be assumed to be governed by the applicable federal, State, and local ordinances. The specific requirements of the Community Plan are discussed further in Section IV.E. Land Use.

### ***Zoning Ordinance***

The majority of the main campus (the blocks bounded by Washington Boulevard to the north, Grand Avenue to the east, 23<sup>rd</sup> Street to the south, and Flower Street to the west,) is zoned C2-2-O Commercial, with a very narrow strip zoned R4-2-O Multiple Dwelling along the length of the Flower Street (western) property line and a narrow strip zoned M1-2-O Limited Industrial along the length of the Grand Avenue (eastern) property line.

The east campus property located on the southern portion of the block bounded by Washington Boulevard to the north, Olive Street to the east, 21<sup>st</sup> Street to the south, and Grand Avenue to the west, is zoned M1-2-O. The east campus property to be acquired as part of the Proposed Project (the blocks bounded by 21<sup>st</sup> Street to the north, Olive Street to the east, 23<sup>rd</sup> Street to the south, and Grand Avenue to the west) is also zoned M1-2-O. The "2" associated with all three zoning designations for the Campus refers to Height District 2, which limits the floor area of all development on each lot to a maximum of six times the buildable area of the lot, or an FAR of 6:1 (LAMC Sec. 12.21.1.A.2.). The specific requirements of the Zoning Ordinance are discussed further in Section IV.E. Land Use.

## **ENVIRONMENTAL IMPACTS**

### **Thresholds of Significance**

For the purposes of this EIR, the development of an incongruous structure relative to its location, loss of a major scenic view, or loss of a major open space resource would be considered a significant visual impact. The following are guidelines based on the City of Los Angeles CEQA Thresholds Guide, to determine if there would be an impact:

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character of image of a neighborhood, community, or localized area;
- The amount of natural open space to be graded or developed;
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;
- The degree to which the project would contribute to the area's aesthetic value;

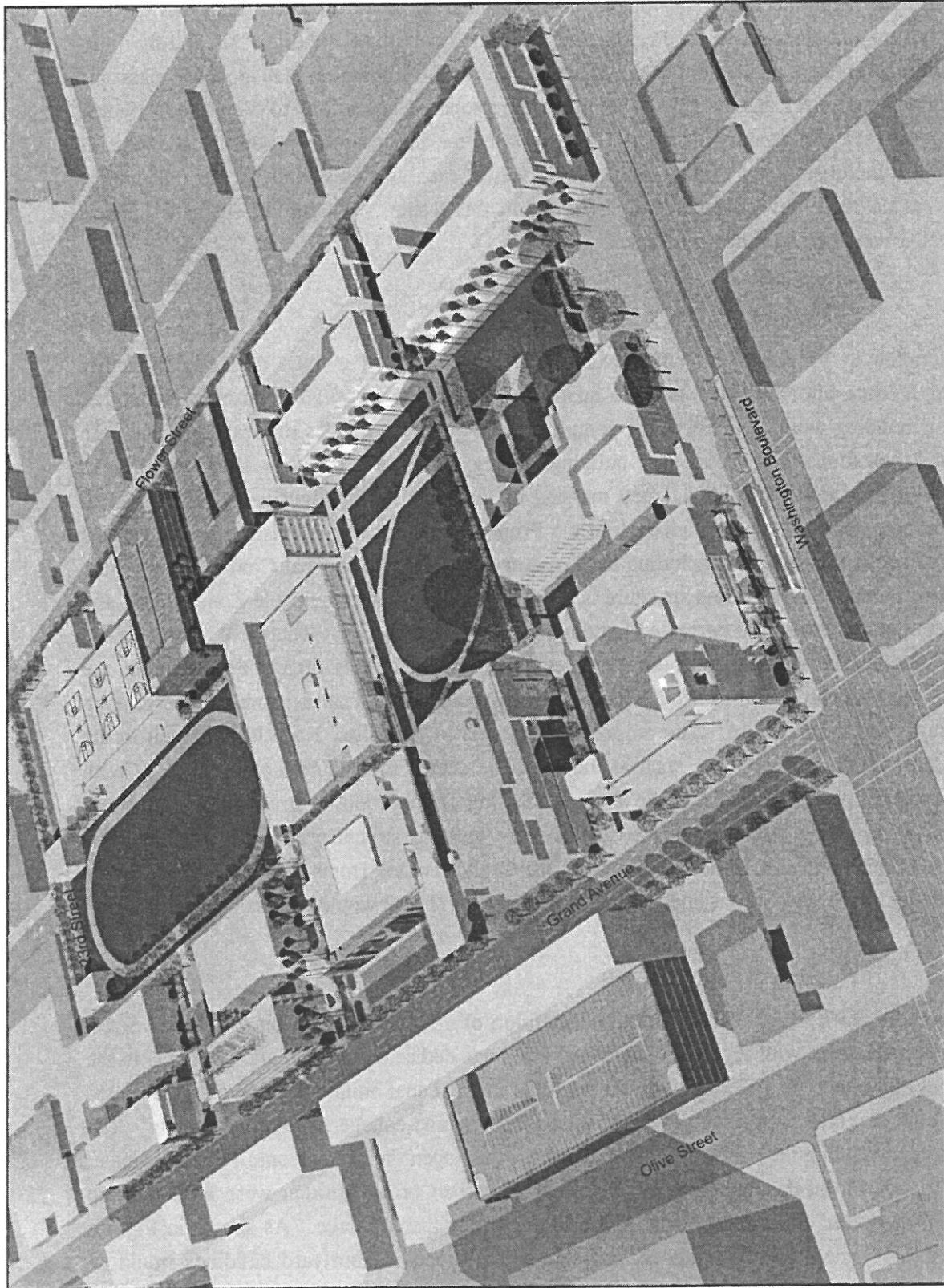
IV.A-13, the design, height, and massing of the six-story building would be consistent with existing development both on and adjacent to the Project Site, such as the existing Building "K" and the four-story SBC building, as well as all applicable Zoning Code and Community Plan policies regarding permitted building type, size, and height. Therefore, the proposed alterations to Viewshed 1 would contribute to a desirable image for this area. Furthermore, the proposed alterations to Viewshed 1 would not result in the obstruction of any public scenic views, such as views of the ocean, mountains, coastline, etc., as no such views are currently afforded in this locale. Therefore, aesthetic impacts within Viewshed 1 would be less than significant.

### *Viewshed 2*

The major alteration to Viewshed 2 would involve the development of a four- to six-story facility fronting Grand Avenue and dedicated to "life quality" arts such as hospitality, fashion, and other programs. This building would be part of the complete build-out of both sides of Grand Avenue with four- to six-story vocational and technology buildings facing onto the street. As shown in Figures IV.A-10 and IV.A-11, the design, height, and massing of the proposed building would be consistent with existing development both on and adjacent to the Project Site, such as the existing Buildings "K" and "D" and the public facility uses, including the Los Angeles County Municipal Court House, on the east side of Olive Street. The proposed structure is also consistent with all applicable Zoning Code and Community Plan policies regarding permitted building type, size, and height. Therefore, the proposed alterations to Viewshed 2 would contribute to a desirable image for this area. Furthermore, the development of the proposed building would replace a view comprised of an existing surface parking lot and a six-story parking structure. The proposed alterations to Viewshed 2 would not result in the obstruction of any public scenic views, such as views of the ocean, mountains, coastline, etc. With respect to the extent of obstruction, due to the size and massing of the proposed structure, and the scale and massing of surrounding structures (i.e., the six-story parking structure and the dominant Los Angeles County Municipal Court House), buildout of the Grand Avenue frontage would not block any public or private views. Therefore, aesthetic impacts within Viewshed 2 would be less than significant.

### *Viewshed 3*

The major alteration to Viewshed 3 would be the demolition of the "F" Building on the Flower Street frontage and its replacement with four-story courtyard buildings dedicated to academic programs in the arts and sciences. The courtyard buildings would resemble instructional buildings commonly associated with four-year colleges, thus improving the learning environment and college-like feel on campus. The proposed improvement along the western flank of campus would open the campus onto Flower Avenue, re-storing the relationship of the college to the important Figueroa Corridor further west, a relationship currently prevented by the dominance of the "F" Building along that frontage. As shown in Figures IV.A-10 and IV.A-11, the design, height, and massing of the proposed courtyard buildings would be more consistent with existing development both on and adjacent to the Project Site than the existing "F" Building, especially considering the one- to two-story structures located on the west side of Flower



Source: MDA Johnson Favaro.

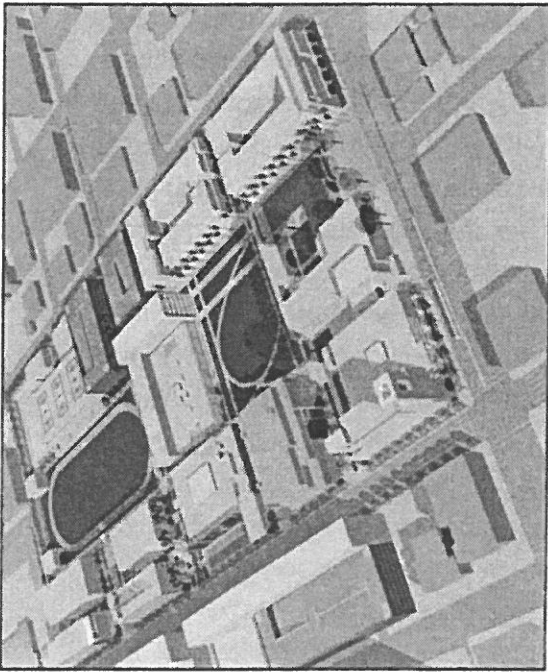


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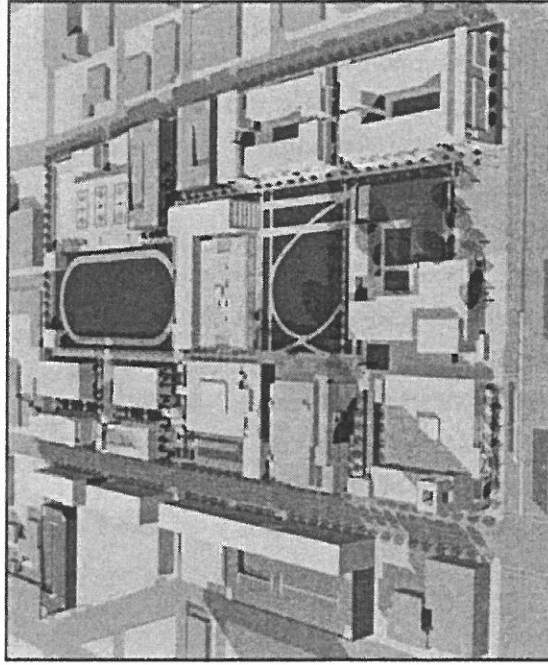


Figure IV.A-12  
Aerial View of the Proposed Thirty-Year Master Plan

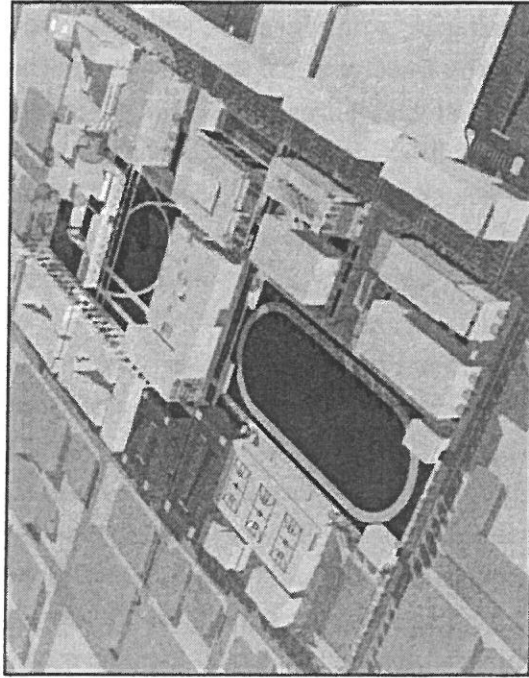




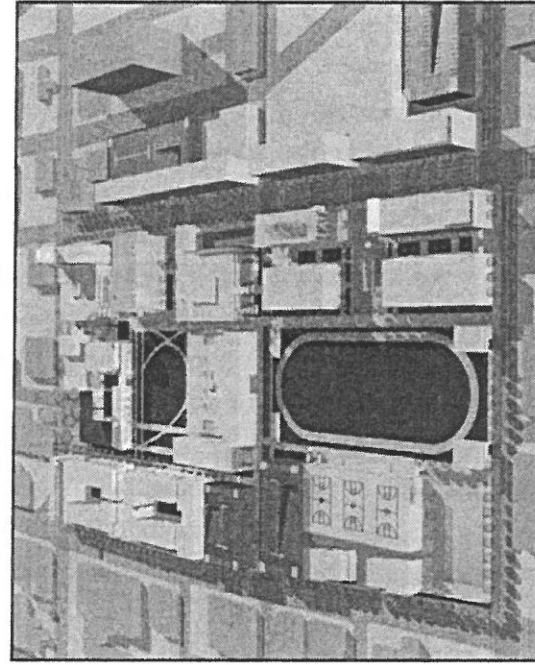
**Washington at Grand Looking South.** The important northeast corner of campus is anchored with the presence of a six-story instructional facility for the expanded culinary and hospitality program.



**North Campus Looking South.** The North Quad established in the five-year plan is in the long-term surrounded by new buildings along Flower Avenue, an expansion of the LRC and a new south facade of building "A".



**South Campus along Grand Avenue.** The south campus towers completed in the five-year plan are complimented with similarly scaled buildings along the east side of Grand.



**South Campus Looking North.** The south quad was established in the five-year plan. In the long-term plan, a new physical education facility flanks its west side while two new four-story instructional facilities flank its east side.

Source: MDA Johnson Favaro.



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Street that are noticeably smaller than the existing "F" Building. The proposed structures are also consistent with all applicable Zoning Code and Community Plan policies regarding permitted building type, size, and height. As such, they would serve to contribute to a desirable image for this area. The incorporated buildings would also allow for extensions of open space passages that connect the core of campus to Flower Street. These effects are considered to be aesthetically beneficial impacts, as they serve to further blend and integrate the Project Site with its surroundings while simultaneously improving access and circulation within and around the campus. The establishment of a 300-car parking structure south of the proposed courtyard buildings would also benefit access and circulation within and around the campus, as well as parking availability. The proposed alterations to Viewshed 3 would not result in the obstruction of any public scenic views, such as views of the ocean, mountains, coastline, etc. In addition, due to the size and massing of the existing "F" Building, the proposed alterations to Viewshed 3 would increase private viewing opportunities of the Project Site from surrounding viewsheds, rather than obstructing them. Therefore, aesthetic impacts within Viewshed 3 would be considered beneficial and less than significant.

#### ***Viewshed 4***

The major alteration to Viewshed 4 would be the demolition of Buildings "G", "J", and "B" and the subsequent replacement of these structures with a new physical education complex including a two-story, three-court gym, a fitness center, and a 50-meter swimming pool complex. This would complete the Flower Avenue frontage at the south campus. The proposed alterations would promote a setback, less clustered feel at the southwestern corner of the campus, particularly due to the presence of the pool adjacent to the roadway intersection. As shown in Figures IV.A-10 and IV.A-11, the design, height, and massing of the proposed physical education facilities would be consistent with existing development both on and adjacent to the Project Site. The proposed structures are also consistent with all applicable Zoning Code and Community Plan policies regarding permitted building type, size, and height. As such, they would serve to contribute to a desirable image for this area. The incorporated buildings would also allow for extensions of open space passages that connect the core of campus to Flower Street. These effects are considered to be aesthetically beneficial impacts, as they serve to further blend and integrate the Project Site with its surroundings while simultaneously improving access and circulation within and around the campus. In addition, a proposed 500-car parking structure just north of the physical education facility would also improve access, circulation, and parking availability. The proposed alterations to Viewshed 4 would not result in the obstruction of any public scenic views, such as views of the ocean, mountains, coastline, etc. In addition, the replacement of Building "G" with the pool at the corner of the campus would increase private viewing opportunities of the Project Site from surrounding viewsheds, rather than obstructing them. Therefore, aesthetic impacts within Viewshed 4 would be less than significant.

### ***Viewshed 5***

The major alteration to Viewshed 5 would be the demolition of all the existing industrial properties on the site and the subsequent replacement of those properties with four- to six-story LATTC vocational and technological facilities. The proposed structures within Viewshed 5 would be dedicated to manual and high tech programs such as manufacturing and public transportation technologies. This building would be part of the complete build-out of both sides of Grand Avenue with four- to six-story vocational and technology buildings facing onto the street. In addition, a 600-car parking structure would be located at the corner of Olive Street and 23<sup>rd</sup> Street. As shown in Figures IV.A-10 and IV.A-11, the design, height, and massing of the proposed building would be consistent with existing development both on and adjacent to the Project Site, such as the five-story classroom/office building at the northwest corner of Grand Avenue and 23<sup>rd</sup> Street. The proposed structure is also consistent with all applicable Zoning Code and Community Plan policies regarding permitted building type, size, and height. Therefore, the proposed alterations to Viewshed 5 would contribute to a desirable image for this area. Furthermore, the proposed alterations to Viewshed 5 would not result in the obstruction of any public scenic views, such as views of the ocean, mountains, coastline, etc. Therefore, aesthetic impacts within Viewshed 5 would be less than significant.

### ***Light and Glare***

Due to the development of the Proposed Project there would be an introduction of a greater amount of nighttime lighting to the Project Site. Such lighting sources include interior lighting, exterior security lighting, and headlights associated with motor vehicles. Security lighting would be installed to provide a secure environment in and around the proposed new buildings and parking structures. All lighting features would be directed towards the interior of the Project Site and directed away from the neighboring land uses. Overall, the Proposed Project would not cause excessive glare that is out of character with the land uses surrounding the Project Site, or result in a substantial increase in light that would affect surrounding land uses.

## **CUMULATIVE IMPACTS**

Development of the Proposed Project in conjunction with the related projects listed in Section II. Environmental Setting would result in an intensification of land uses in an already urbanized area of the City. While the related projects and the Proposed Project would be visible from public and private properties, none of the related projects are in close proximity to the Proposed Project and none, therefore, would combine with the Proposed Project to obstruct existing public scenic views. Furthermore, because there are no related projects in close proximity to the Project Site, there would be no combination of glare effects that might result in cumulative impacts. Impacts would be less than significant.

## MITIGATION MEASURES

The following mitigation measures are recommended to ensure that less-than-significant impacts to visual resources would occur:

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 and cohesion in terms of architectural design, scale, massing and siting.
2. All open space or temporarily vacant areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Los Angeles Community College District.
3. A Campus Lighting Plan shall be developed to ensure adequate security and safety lighting is provided throughout the campus and major circulation areas in a manner that minimizes the extent of spillover light and glare impacts on adjacent properties.

## LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts associated with views and aesthetics would be less than significant.

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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### B. AIR QUALITY

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#### ENVIRONMENTAL SETTING

##### **Regulatory Setting**

Air quality in the United States is governed by the Federal Clean Air Act (CAA). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). At the federal level, the CAA is administered by the United States Environmental Protection Agency (USEPA). In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts at the regional and local levels. At the local level, the South Coast Air Quality Management District (SCAQMD) is responsible for monitoring and enforcing air pollution regulations.

##### **Responsible Agencies**

###### *United States Environmental Protection Agency*

The USEPA is responsible for enforcing the CAA and for establishing the National Ambient Air Quality Standards (NAAQS). The NAAQS are required under the 1977 CAA and subsequent amendments. The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. The agency has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission standards established by the CARB.

###### *California Air Resources Board*

The CARB, which became part of the California Environmental Protection Agency (CalEPA) in 1991, is responsible for meeting the State requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. The CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. The CARB also regulates mobile air pollution sources, such as motor vehicles. The agency is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. The CARB established passenger vehicle fuel specifications, which became effective on March 1996. The CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county level.

### *South Coast Air Quality Management District (SCAQMD)*

The SCAQMD monitors air quality within the project area. The 1977 Lewis Air Quality Management Act ("Act") created the SCAQMD to coordinate air quality planning efforts throughout southern California. This Act merged four county air pollution control agencies into one regional district to better address the issue of improving air quality in southern California. Under the Act, renamed the Lewis-Presley Air Quality Management Act in 1988, the SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (SCAB). Specifically, the SCAQMD is responsible for monitoring air quality, as well as planning, implementing and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the district. Programs that were developed include air quality rules and regulations that regulate stationary source, area source, point source and certain mobile source emissions. The SCAQMD is also responsible for establishing permitting requirements for stationary sources and ensuring that new, modified or relocated stationary sources do not create net emission increases and therefore, are consistent with the region's air quality goals.

SCAB is a subregion of the SCAQMD and covers an area of 6,745 square miles. SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. SCAB is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the Orange County-San Diego County line to the south.

### *Attainment Status*

The CCAA requires the CARB to designate areas within California as either attainment or non-attainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as non-attainment for the pollutant if air quality data shows that a State standard for a pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard, and are not used as a basis for designating areas as non-attainment.

Under the CCAA, the Los Angeles County portion of the SCAB is designated as a non-attainment area for ozone, carbon monoxide, and respirable particulate matter. The air basin is designated as an attainment area for nitrogen dioxide, sulfur dioxide, sulfates, and lead.<sup>1</sup>

### *Air Quality Management Plan*

All areas designated as non-attainment under the CCAA are required to prepare plans showing how the areas would meet the State air quality standards by their attainment dates. The Air Quality Management Plan (AQMP) is the region's plan for improving air quality in the region. It addresses the CAA and CCAA requirements and demonstrates attainment with ambient air quality standards. The

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<sup>1</sup> California Air Resources Board, *Proposed Area Designations and Maps*, September 2000.



AQMP is prepared by the SCAQMD and the Southern California Association of Governments (SCAG). The AQMP provides policies and control measures that reduce emissions to attain both State and federal ambient air quality standards by their applicable deadlines. Environmental review of individual projects within the SCAB must demonstrate that daily construction and operational emissions thresholds, as established by the SCAB, would not be exceeded. The environmental review must also demonstrate that individual projects would not increase the number or severity of existing air quality violations.

The 2003 AQMP is the most recent air quality plan adopted by SCAQMD. SCAQMD adopted the 2003 AQMP on August 1, 2003. The 2003 AQMP updates the attainment demonstration for the federal standards of ozone and respirable particulate matter, replaces the 1997 attainment demonstration for the federal carbon monoxide standard, provides a basis for a carbon monoxide maintenance plan for the future, and updates the maintenance plan for the federal nitrogen dioxide standard that SCAB has met since 1992. The 2003 AQMP also addresses several State and federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2003 AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the Ozone SIP for SCAB.

#### *National and State Ambient Air Quality Standards*

As required by the CAA, the NAAQS have been established for six major air pollutants: carbon monoxide, nitrogen dioxide, ozone, particulate matter, sulfur dioxide and lead. The characteristics and health hazards associated with each of these pollutants are presented below:

##### *Carbon Monoxide*

Carbon monoxide (CO), a colorless and odorless gas, interferes with the transfer of oxygen to the brain. It can cause dizziness and fatigue, and can impair central nervous system functions. CO is emitted almost exclusively from the incomplete combustion of fossil fuels. In urban areas, CO is emitted by motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. Automobile exhausts release most of the CO in urban areas. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient carbon monoxide concentrations are effected by the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February.<sup>2</sup> The

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<sup>2</sup> *Inversion is an atmospheric condition in which a layer of warm air traps cooler air near the surface of the earth, preventing the normal rising of surface air.*

highest CO concentrations measured in the South Coast Air Basin (SCAB) are typically recorded during the winter.

### *Ozone*

Ozone ( $O_3$ ), a colorless toxic gas, is the chief component of urban smog.  $O_3$  enters the blood stream and interferes with the transfer of oxygen, depriving sensitive tissues in the heart and brain of oxygen.  $O_3$  also inhibits the growth of vegetation. Although  $O_3$  is not directly emitted, it forms in the atmosphere through a chemical reaction between reactive organic gas (ROG) and nitrogen oxides ( $NO_x$ ) under sunlight.<sup>3</sup>  $O_3$  is present in relatively high concentrations within the SCAB, and the damaging effects of photochemical smog are generally related to the concentration of  $O_3$ . Meteorology and terrain play major roles in ozone formation. Ideal conditions for  $O_3$  formation to occur is during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. The greatest source of smog-producing gases is the automobile.

### *Nitrogen Dioxide*

Nitrogen dioxide ( $NO_2$ ), a brownish gas, irritates the lungs. It can cause breathing difficulties at high concentrations. Like  $O_3$ ,  $NO_2$  is not directly emitted, but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and  $NO_2$  are collectively referred to as nitrogen oxides ( $NO_x$ ) and are major contributors to ozone formation.  $NO_2$  also contributes to the formation of  $PM_{10}$  (see discussion of  $PM_{10}$  below). At atmospheric concentration,  $NO_2$  is only potentially irritating. In high concentrations, the result is a brownish-red cast to the atmosphere and reduced visibility. There is some indication of a relationship between  $NO_2$  and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 parts per million (ppm).

### *Sulfur Dioxide*

Sulfur dioxide ( $SO_2$ ) is a product of high-sulfur fuel combustion. Main sources of  $SO_2$  are coal and oil used in power stations, industries, and for domestic heating. Industrial chemical manufacturing is another source of  $SO_2$ .  $SO_2$  is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children.  $SO_2$  can also cause plant leaves to turn yellow, as well as erode iron and steel. In recent years,  $SO_2$  concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of  $SO_2$  and limits on the sulfur content of fuels.  $SO_2$  concentrations have been reduced to levels well below the state and national standards, but further reductions in

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<sup>3</sup> ROG and  $NO_x$  are emitted from automobiles and industrial sources.

emissions are needed to attain compliance with standards for sulfates and  $PM_{10}$ , of which  $SO_2$  is a contributor.

### ***Suspended Particulate Matter***

Particulate matter (PM) pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter also forms when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. " $PM_{10}$ " and " $PM_{2.5}$ " represent fractions of particulate matter. Respirable particulate matter ( $PM_{10}$ ) refers to particulate matter less than 10 microns in diameter, about one-seventh the thickness of a human hair. Fine particulate matter ( $PM_{2.5}$ ) refers to particulate matter that is 2.5 microns or less in diameter, roughly  $1/28^{\text{th}}$  the diameter of a human hair. Major sources of  $PM_{10}$  include: motor vehicles; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions.  $PM_{2.5}$  results from fuel combustion (from motor vehicles, power generation, and industrial facilities), residential fireplaces, and wood stoves. In addition,  $PM_{2.5}$  can be formed in the atmosphere from gases such as sulfur dioxide, nitrogen oxides, and volatile organic compounds.

$PM_{10}$  and  $PM_{2.5}$  pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract.  $PM_{10}$  and  $PM_{2.5}$  can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates, and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. These substances can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas particles 2.5 to 10 microns in diameter tend to collect in the upper portion of the respiratory system, particles 2.5 microns or less are so tiny that they can penetrate deeper into the lungs and damage lung tissues.<sup>4</sup> Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

Pursuant to the CCAA, the State has also established ambient air quality standards, known as the California Ambient Air Quality Standards (CAAQS). These standards are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen

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<sup>4</sup> *The NAAQS for  $PM_{2.5}$  was adopted in 1997. Presently, no methodologies for determining impacts relating to  $PM_{2.5}$  have been developed or adopted by federal, State, or regional agencies. Additionally, no strategies or mitigation programs for  $PM_{2.5}$  have been developed or adopted by federal, State, or regional agencies. Currently, this standard is not enforceable. However, the standard may be reinstated in the future. Thus, this air quality analysis does not analyze  $PM_{2.5}$ .*

sulfide, vinyl chloride and visibility reducing particles. Since the CAAQS are more stringent than the NAAQS, the CAAQS are used as the comparative standard in the air quality analysis contained in this analysis.

Both State and federal standards are summarized in Table IV.B-1, on page IV.B-7. The "primary" standards have been established to protect the public health. The "secondary" standards are intended to protect the nation's welfare and account for air pollutant effects on soil, water, visibility, materials, vegetation and other aspects of the general welfare.

## **Existing Air Quality**

### ***Air Pollution Climatology***

The Project Site is located within the Los Angeles County portion of the SCAB. The SCAB is an area of high air pollution potential due to its climate and topography. The SCAB is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter. The City of Malibu is typical of some of the SCAB's best air quality areas because of its location along the coast, upwind from most mobile and stationary sources. Ambient pollution concentrations are typically higher in the San Gabriel Valley and near Riverside, at the foot of the San Gabriel Mountains.

The SCAB experiences frequent temperature inversions. Inversions are a critical factor in the degradation of air quality in the region. Temperature typically decreases with height. However, under inversion conditions, temperature increases as altitude increases, thereby preventing air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground.

During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and NO<sub>2</sub> react under strong sunlight, creating pollution, commonly referred to as smog. Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland, toward the mountains.

During the fall and winter, air quality problems are created due to CO and NO<sub>2</sub> emissions. CO concentrations are generally worse in the morning and late evening (around 10:00 p.m.). Morning levels are relatively high due to the large number of cars during the commute and colder temperatures. The high levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO is produced almost entirely from automobiles, the highest CO concentrations in SCAB are associated with heavy traffic. NO<sub>2</sub> levels are also generally higher during autumn or winter days, particularly on days with summer-like conditions.

**Table IV.B-1**  
**State and National Ambient Air Quality Standards**

Pollutant	Averaging Period	California Standard	Federal Standards	
			Primary	Secondary
Ozone (O <sub>3</sub> )	1 hour	0.09 ppm (180 µg/m <sup>3</sup> )	0.12 ppm (235 µg/m <sup>3</sup> )	Same as Primary Standard
	8 hour	--	0.08 (157 µg/m <sup>3</sup> )	
Respirable Particulate Matter (PM <sub>10</sub> )	24 hour	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>	
Carbon Monoxide (CO)	8 hour	9.0 (10 mg/ m <sup>3</sup> )	9.0 (10 mg/ m <sup>3</sup> )	None
	1 hour	20 (23 mg/ m <sup>3</sup> )	35 ppm (40 mg/ m <sup>3</sup> )	
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	--	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard
	1 hour	0.25 ppm (470 µg/m <sup>3</sup> )	--	
Sulfur Dioxide (SO <sub>2</sub> )	Annual Arithmetic Mean	--	0.03 ppm (80 µg/m <sup>3</sup> )	--
	24 hour	0.04 ppm (105 µg/m <sup>3</sup> )	0.14 (365 µg/m <sup>3</sup> )	--
	3 hour	--	--	0.5 ppm (1300 µg/m <sup>3</sup> )
	1 hour	0.25 655 µg/m <sup>3</sup> )	--	--

*Source: California Air Resources Board, Federal and State Air Quality Standards, July 2003.*

### **Local Climate**

The SCAB lies in the semi-permanent high pressure zone of the eastern Pacific (Pacific High), resulting in a mild climate tempered by cool sea breezes with light average wind speeds. This usual mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region.

Near downtown Los Angeles, winds blow primarily from the southwest (30%) and south (13%), with lower frequencies for adjacent wind sectors (about 10% for west and for southeast, and about 8% for east), and still lower frequencies for opposing wind sectors (5% each for northwest and for north). Nocturnal drainage winds, especially in the cooler months, blow from the northeast, as do the occasional Santa Ana winds. The strongest average winds are from the west-southwest (7.7 miles per hour (mph), annual average) and southwest (6.9 mph), except during strong occasional Santa Anas, the lightest winds are normally from the north-northeast (3.6 miles per hour).<sup>5</sup> Summer temperatures in the downtown area generally have highs in the low 80s and lows in the low 60s. Winters tend to be mild with highs in the upper 60s and lows in the upper 40s. Precipitation occurs mostly during the

<sup>5</sup> California Department of Water Resources, *Winds in California, Central Los Angeles SCAQMD Monitoring Station, 1956-76, 1978.*



winter and relatively infrequently during the summer. Total precipitation in the project area averages approximately 14.7 inches annually. Precipitation averages approximately 8.95 inches during the winter and approximately 0.35 inch during the summer.<sup>6</sup>

### ***Air Monitoring Data***

SCAQMD monitors air quality conditions at 37 locations throughout the SCAB. The Project Site is located in SCAQMD's Central Los Angeles County Monitoring Area, which is served by the North Main Street Monitoring Station, located at 1630 North Main Street, approximately 3.5 miles north of the Project Site. Criteria pollutants monitored at the North Main Street Monitoring Station include PM<sub>10</sub>, PM<sub>2.5</sub>, O<sub>3</sub>, CO, SO<sub>2</sub>, and NO<sub>2</sub>.

Table IV.B-2 shows the number of violations recorded at the North Main Street Monitoring Station during the 2000-2004 period. The CAAQS for the criteria pollutants are also shown in the table. As Table IV.B-2 indicates, criteria pollutants CO, NO<sub>2</sub>, and SO<sub>2</sub> did not exceed the State or Federal standards during the 2000-2004 period. However, O<sub>3</sub> exceeded the State and federal standards for one-hour concentrations between two and 11 days per year, and zero and one day per year, respectively, during that period. The federal O<sub>3</sub> standard for the eight-hour period was exceeded between zero and four times per year over the past four years. Ambient PM<sub>10</sub> levels exceeded the State 24-hour standard between three and 20 days per year during the same period.

### ***Background Carbon Monoxide Conditions***

Carbon monoxide concentrations are typically used as an indicator of conformity with the CAAQS because: (1) CO levels are directly related to vehicular traffic volumes, the main source of air pollutants and (2) localized CO concentrations and characteristics can be modeled using USEPA and SCAQMD methods. CO is a localized gas that dissipates very quickly under normal meteorological conditions. Therefore, CO concentrations decrease substantially as distance from the source (intersection) increases. The highest CO concentrations are typically found along sidewalks directly adjacent to congested roadway intersections. As such, operational air quality impacts associated with a project are generally best reflected through estimated changes in CO concentrations.

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<sup>6</sup> Western Regional Climate Center, Los Angeles Civic Center, California, website: <http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?calacc>, January 14, 2005.

**Table IV.B-2**  
**Ambient Air Quality Monitoring Data from the SCAQMD**  
**Central Los Angeles Monitoring Station (2000-2004)**

Pollutant	Standard	Number of Days Above Standard				
		2000	2001	2002	2003	2004
<b>Ozone (O<sub>3</sub>)</b>						
State	0.09 ppm (1-hour)	8	8	8	11	2
Federal	0.12 ppm (1-hour)	1	0	0	1	0
	0.08 ppm (8-hour)	4	1	0	2	0
<b>Carbon Monoxide (CO)</b>						
State	9.0 ppm (8-hour)	0	0	0	0	0
Federal	9.0 ppm (8-hour)	0	0	0	0	0
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>						
State	0.25 ppm (1-hour)	0	0	0	0	0
Federal	0.053 ppm (AAM)	0	0	0	0	--
<b>Sulfur Dioxide (SO<sub>2</sub>)</b>						
State	0.04 ppm (24-hour)	0	0	0	0	0
Federal	0.14 ppm (24-hour)	0	0	0	0	0
<b>Particulates (PM<sub>10</sub>)</b>						
State	50 µg/m <sup>3</sup> (24-hour)	15	20	8	6	3
Federal	150 µg/m <sup>3</sup> (24-hour)	0	0	0	0	0
<b>Notes:</b> ppm=parts per million; µg/m <sup>3</sup> =micrograms per cubic meter; AAM=Annual Arithmetic Mean. Source: South Coast Air Quality Management District, Air Quality Data 2000-2004, website: <a href="http://www.arb.ca.gov">http://www.arb.ca.gov</a> , January 2005.						

For purposes of this assessment, the ambient, or background, CO concentration is first established. SCAQMD defines the ambient CO concentration as the highest eight-hour reading over the past three years. Based on an average of the four highest ambient concentrations recorded during the 2004 reporting period from the North Main Street Monitoring Station, the worst-case average eight-hour background concentration is approximately 4.47 ppm (see Appendix B). Assuming a persistence factor of 0.6, the estimated one-hour background concentration is approximately 4.53 ppm.<sup>7</sup> As such, the existing eight- and one-hour background concentrations in the project vicinity do not exceed the State CO standards of 9.0 ppm and 20.0 ppm, respectively.

<sup>7</sup> Persistence factor is the ratio between the eight- and one-hour CO concentrations measured at a continuous air monitoring station. A persistence factor of 0.6 is typically used in suburban areas.

### ***Sensitive Receptors***

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. As identified by the CARB, the following people are most likely to be affected by air pollution: children under 14, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. Locations that may contain a high concentration of these sensitive population groups are called sensitive receptors and include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks.

As identified in Figure IV.B-1, sensitive receptors located within proximity of the Project Site include the following land uses: (1) the Campus Child Development Center located at the northeast corner of Olive Street and 21<sup>st</sup> Street, (2) an adult day care facility, located at the southwest corner of Flower Street and 23<sup>rd</sup> Street, (3) the Los Angeles Orthopedic Hospital, located at 2400 South Flower Street, south of 23<sup>rd</sup> Street between Flower Street and Grand Avenue; (3) the adjacent Orthopedic Hospital Medical Magnet High School, located at 300 West 23<sup>rd</sup> Street, and (4) a four-story multiple family residential building located at the southwest corner of 23<sup>rd</sup> Street and Olive Street.

## **ENVIRONMENTAL IMPACTS**

### **Methodology**

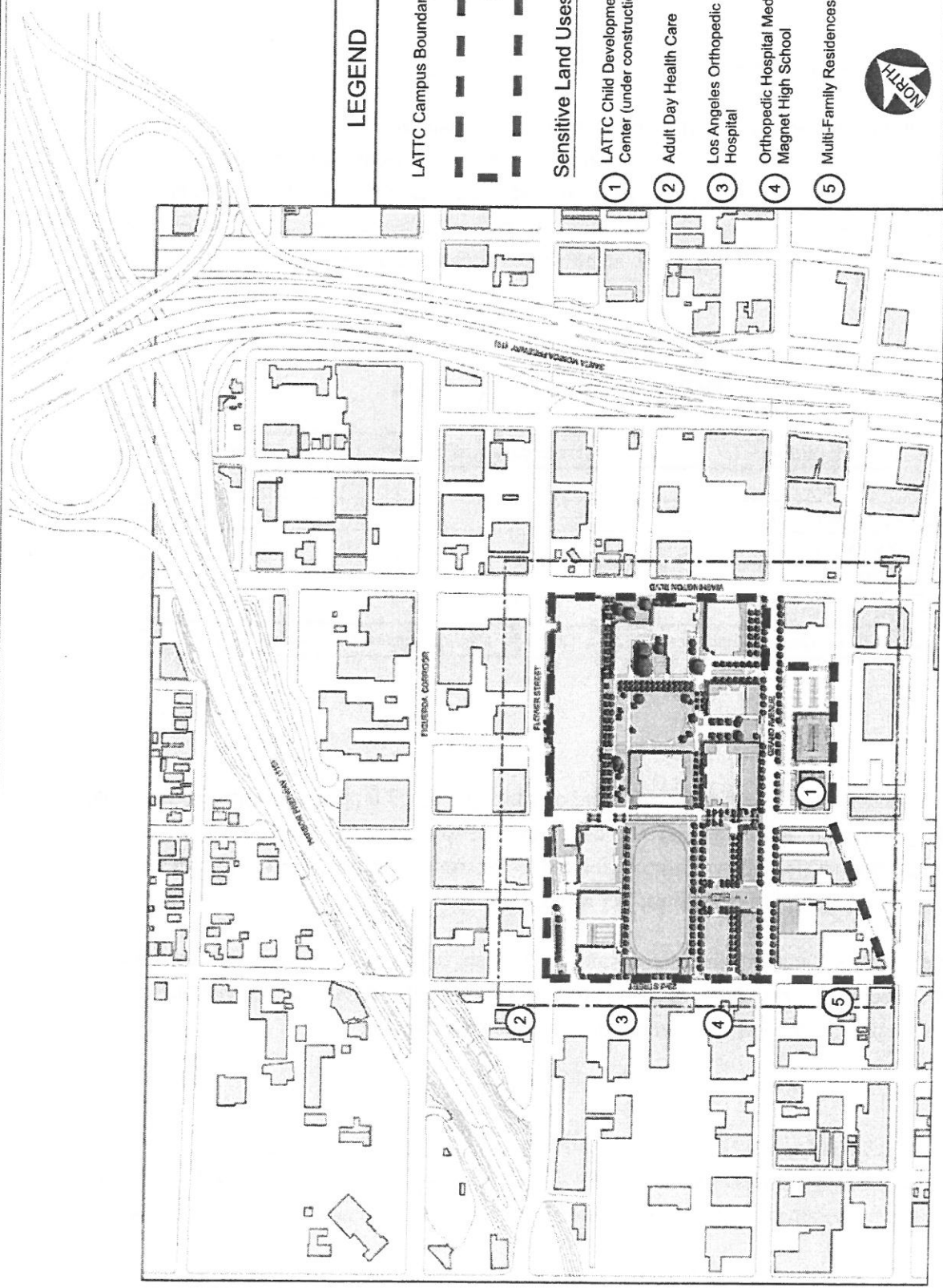
This air quality analysis is consistent with the methods described in the SCAQMD California Environmental Quality Act (CEQA) Handbook (1993 edition). The following calculation methods and estimation models were used to determine air quality impacts: SCAQMD construction emissions calculation formulas, CARB's EMFAC2002 emissions factor model, and a simplified application of the CALINE-4 dispersion model. The Proposed Project does not involve any operations that would generate lead, hydrogen sulfide, or sulfates emissions sources. Therefore, emissions and concentrations related to these pollutants are not included in this analysis.<sup>8</sup>

### **Thresholds of Significance**

Neither the District nor the City of Los Angeles have adopted specific significance thresholds for air quality impacts. However, because of the SCAQMD's regulatory role in the SCAB, the significance thresholds and analysis methodologies in the SCAQMD *CEQA Air Quality Handbook* are used for evaluating projects proposed within the City.

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<sup>8</sup> *Prior to 1978, mobile emissions were the primary source of lead resulting in air concentrations. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95 percent. Currently, industrial sources are the primary source of lead resulting in air concentrations. Since the Proposed Project does not contain an industrial component, lead emissions are not analyzed in this report.*



# LEGEND

LATTIC Campus Boundary



## Sensitive Land Uses

- ① LATTIC Child Development Center (under construction)
- ② Adult Day Health Care
- ③ Los Angeles Orthopedic Hospital
- ④ Orthopedic Hospital Medical Magnet High School
- ⑤ Multi-Family Residences



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Figure IV.B-1  
Sensitive Receptor Land Use Map

### ***Regional Thresholds of Significance***

The SCAQMD has promulgated daily emission thresholds for construction and operational activities. These thresholds are set at a level that either promote or maintain regional attainment of the relevant ambient air quality standards. A project is deemed to have a significant impact on regional air quality if emissions of criteria pollutants (specified in pounds of pollutant emitted per day) related to either project construction or operation exceed the significance thresholds summarized in Table IV.B-3, below.

**Table IV.B-3**  
**SCAQMD Daily Emissions Thresholds**

Criteria Pollutant	Construction (lbs/day)	Operations(lbs/day)
Carbon Monoxide (CO)	550	550
Reactive Organic Gas (ROG)	75	55
Nitrogen Oxides (NO <sub>x</sub> )	100	55
Sulfur Oxides (SO <sub>x</sub> )	150	150
Particulates (PM <sub>10</sub> )	150	150
<i>Source: South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993.</i>		

### ***Local Impacts***

The SCAQMD indicates that a significance threshold of 20.0 ppm and 9.0 ppm, respectively, should be used for assessing one-hour and eight-hour CO concentrations attributable to operation sources. An analysis of selected intersections is typically performed to determine the potential for the presence or the creation of CO hot spots attributable to project operations.

As the Proposed Project would primarily result in the use of gasoline and diesel fuels during construction and operation, emissions of sulfates, hydrogen sulfide, lead, and vinyl chloride are expected to be negligible. As such, these latter emissions are not analyzed.

### ***Air Toxics***

The SCAQMD CEQA Air Quality Handbook, Chapter 10, Air Toxics, provides significance thresholds for potential adverse health risks associated with the operation of a project. The SCAQMD guidelines for operation permit processing considers the following types of projects to have a significant impact:

- Any project involving the emission or threatened emission of a carcinogenic or toxic air contaminant identified in District Rule 401 that exceeds the maximum individual cancer risk of one in ten million, or



**Table IV.B-4**  
**SCAQMD Rule 403 – Track-Out Control Options**

Control Options	
(1)	Pave or apply chemical stabilization and sufficient concentration and frequency to maintain a stabilized surface starting from the point of intersection with the public paved surface, and extending for a centerline distance of at least 100 feet and a width of at least 20 feet.
(2)	Pave from the point of intersection with the public paved road surface, and extending for a centerline distance of at least 25 feet and a width of at least 20 feet, and install a track-out control device immediately adjacent to the paved surface such that existing vehicles do not travel on any unpaved road surface after passing through the track-out control device.
(3)	Any other control measures approved by the Executive Officer and the USEPA as equivalent to the methods specified in this table may be used.
Source: South Coast Air Quality Management District, Rule 403 – Fugitive Dust.	

- (ii) Remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

Daily PM<sub>10</sub> emissions identified in Table IV.B-5, on page IV.B-16, assume proper implementation of SCAQMD Rule 403. As shown in Table IV.B-5, estimated daily construction emissions are anticipated to exceed the SCAQMD thresholds for ROG and NO<sub>x</sub>. Emissions for CO, SO<sub>x</sub> and PM<sub>10</sub>, would be below the threshold level of significance. (Demolition, excavation/grading, and construction are evaluated individually.) As such, construction emissions would result in a significant short-term regional air quality impact prior to mitigation.

### ***Sensitive Receptors***

All five of the sensitive receptors identified in this Section could be significantly affected if construction activities in the immediate vicinity generate substantial amounts of fugitive dust emissions. Accordingly, children, the elderly and nearby residents should be protected from fugitive dust emissions to the maximum extent feasible. Children could also be significantly affected if construction equipment and vehicles generate substantial amounts of diesel emissions in the immediate vicinity of the receptors. As shown in Table IV.B-5, the most intensive PM<sub>10</sub> impacts are anticipated during the demolition and excavation phases of construction. At its peak, PM<sub>10</sub> emissions are anticipated to reach 38.25 pounds per day, which is significantly less than the SCAQMD's threshold level of 150 pounds per day. Therefore, sensitive receptors would not be significantly impacted. Nevertheless, due to the proximity of adjacent sensitive uses along 21<sup>st</sup> Street and 23<sup>rd</sup> Street in the immediate vicinity that could be temporarily affected by dust soiling due to nearby construction, the use of enhanced dust control procedures is recommended to minimize such nuisance potential.

**Table IV.B-5**  
**Proposed Project Estimated Worst-Case Daily Construction Emissions**

Emissions Source	Peak Day Emissions in Pounds per Day				
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>
<b>Existing Buildings Demolition Phase</b>					
Fugitive Dust	-	-	-	-	10.5
Off-Road Diesel	7.56	51.43	60.25	-	2.06
On-Road Diesel	1.65	35.35	6.13	0.06	0.85
Worker Trips	0.08	0.11	1.92	0.00	0.01
<b>Total Emissions</b>	<b>9.29</b>	<b>86.89</b>	<b>68.30</b>	<b>0.06</b>	<b>13.42</b>
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0
Significant Impact?	NO	NO	NO	NO	NO
<b>Site Excavation and Grading Phase</b>					
Fugitive Dust	-	-	-	-	35.00
Off-Road Diesel	13.38	90.16	108.65	-	3.24
On-Road Diesel	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.06	0.03	0.61	0.00	0.01
<b>Total Emissions</b>	<b>13.44</b>	<b>90.19</b>	<b>109.26</b>	<b>0.00</b>	<b>38.25</b>
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0
Significant Impact?	NO	NO	NO	NO	NO
<b>Construction Phase</b>					
Bldg Construction Off-Rd Diesel	24.69	168.14	203.36	-	6.95
Bldg. Construction Worker Trips	0.63	0.37	7.52	0.00	0.16
Arch. Coatings Off-Gas	126.14	-	-	-	-
Arch. Coatings Worker Trips	0.63	0.37	7.52	0.00	0.16
Asphalt Off-Gas	0.06	-	-	-	-
Asphalt Off-Road Diesel	1.04	0.00	8.52	-	0.00
Asphalt On-Road Diesel	0.01	0.00	0.04	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.05	0.00	0.00
<b>Total Emissions</b>	<b>153.12</b>	<b>168.88</b>	<b>226.59</b>	<b>0.00</b>	<b>7.27</b>
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0
Significant Impact?	YES	YES	NO	NO	NO
<i>Source: Urbemis 2002. Christopher A. Joseph &amp; Associates, 2005. Calculation sheets are provided in Appendix B.</i>					

### **Operational Impacts**

#### **Regional Impacts**

Air pollutants emissions associated with the Proposed Project would be generated primarily by the operation of motor vehicles. Mobile emissions were calculated using the URBEMIS 2002 emission inventory model and the assumptions identified in the SCAQMD CEQA Air Quality Handbook (Appendix to Chapter 9). Mobile emissions were estimated using the average daily trip estimates from the Draft Traffic and Parking Study for the Los Angeles Trade Technical College, prepared by Kaku

would be less than significant, the Proposed Project would not be expected to have operational emissions that would be cumulatively considerable.

## MITIGATION MEASURES

The following mitigation measures, as recommended by the SCAQMD, shall be implemented for all areas (both on-site and off-site) where construction would occur in order to reduce PM<sub>10</sub> emissions to a less-than-significant level.

1. Exposed pits (i.e., gravel, soil, dirt) with five percent or greater silt content shall be watered twice daily, enclosed, covered or treated with non-toxic soil stabilizers according to manufacturers' specifications.
2. All other active sites shall be watered as often as necessary to remain visibly moist.
3. All grading activities shall cease during second stage smog alerts and periods of high winds (i.e., greater than 25 mph) if soil is being transported to off-site locations and cannot be controlled by watering.
4. All trucks hauling dirt, sand, soil, or other loose materials off-site shall be covered or wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer).
5. All construction roads internal to the construction site that have a traffic volume of more than 50 daily trips by construction equipment, or 150 total daily trips for all vehicles, shall be surfaced with base material or decomposed granite, or shall be paved.
6. Streets shall be swept hourly if visible soil material has been carried onto adjacent public paved roads.
7. Construction equipment shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.
8. Water or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all paved staging areas and unpaved road surfaces.
9. Traffic speeds on all unpaved roads shall not exceed 15 mph.
10. All equipment shall be properly tuned and maintained in accordance with manufacturers' specifications.

11. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall be kept with their engines off, when not in use, to reduce vehicle emissions. Construction emissions shall be phased and scheduled to avoid emissions peaks and discontinued during second stage smog alerts.
12. All off-road diesel powered engines shall use aqueous diesel fuel.
13. All off-road diesel powered engines shall use lean-NO<sub>x</sub> catalyst.
14. The application of architectural coatings must use products with a VOC rating of 125 grams/liter or less, to the maximum extent feasible.

## LEVEL OF SIGNIFICANCE AFTER MITIGATION

### Construction

As shown in Table IV.B-8, below, even with the implementation of the required mitigation measures identified above, construction of the Proposed Project would generate ROG and NO<sub>x</sub> emissions that exceed SCAQMD thresholds for construction activities. Therefore, construction related air quality emissions would be significant and unavoidable for these two criteria pollutants. As such, the Proposed Project would result in significant and unavoidable regional air quality impacts related to construction activities.

**Table IV.B-8**  
**Estimated Daily Construction Emissions for the Proposed Project With Mitigation**

Emissions Status	Emissions in Pounds per Day				
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>
Total Pre-Mitigation Emissions	153.12	177.33	226.59	0.00	42.44
Total Reduction	(63.09)	(55.20)	0	0	(31.43)
Total Post-Mitigation Emissions	90.03	122.13	226.59	0.00	11.01
Percent Reduction	41 %	31 %	0	0	74 %
<b>SIGNIFICANT IMPACT</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Source: Urbemis 2002. Christopher A. Joseph & Associates, 2005. Computer print out sheets are provided in Appendix B.					

### Operations

Operation of the Proposed Project would result in approximately 67 pounds per day of ROG emissions, exceeding SCAQMD's regional significance thresholds of 55 pounds per day. With various mitigation credits applied for design-oriented features to reduce vehicle trips (i.e., pedestrian environment, proximity to light rail transit, credits for bicycle accessibility, etc.) ROG emissions would be reduced

to 66 pounds per day, which would remain above the SCAQMD's threshold levels for significance. Therefore, the Proposed Project would result in a significant and unavoidable regional air quality impact related to ROG emissions for operational activities.





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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### C. GEOLOGY AND SOILS

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#### INTRODUCTION

The following information summarizes the findings and conclusions of the *Report of Geotechnical Investigation for the Proposed Five-Year Campus Improvement Plan, Los Angeles Trade-Technical College, Los Angeles, California*, prepared by Kleinfelder, Inc., February 23, 2003. The findings and conclusions of this report generally found the existing LATTC Campus to be suitable for development from a geotechnical perspective (as planned in the Five-Year Campus Plan), subject to specific design and construction recommendations. With respect to understanding the general geotechnical characteristics and constraints that may occur within the existing Campus boundary, this report is suitable for addressing general geology, soils and groundwater characteristics as presented below. However, further site-specific geotechnical studies would be required for each specific building proposed under the Thirty-Year Master Plan, as they are constructed, to determine specific design and construction recommendations as appropriate. In addition, as the proposed Thirty-Year Master Plan expands the Project Site to include the block of the proposed acquisition properties, for which, due to accessibility constraints (i.e., these sites are currently developed and operating with existing commercial/industrial businesses), specific geotechnical testing has not been thoroughly conducted. Additional site-specific geotechnical analyses for these properties will need to be carried out on these properties as well, during the final building and design stages.

#### ENVIRONMENTAL SETTING

##### Regional Geology

The Project Site is located in the upper Los Angeles Coastal Plain portion of the Central Block within the greater Los Angeles Basin. The Central Block is bound by the Santa Monica Mountains to the north, Whittier Fault and adjacent Northeastern Block to the east, San Joaquin Hills of Orange County to the south and the Newport-Inglewood Fault and adjacent Pacific Ocean to the west. Underlain by a relatively thick (>30,000 feet) sequence of sedimentary rocks, the Central Block overlies older crystalline basement rock assigned to the Catalina Schist.

The floor of the Los Angeles Basin is generally flat and represents a vast alluvial outwash plain, as the Los Angeles Basin is the transition zone between the Transverse Ranges and Peninsular Ranges geomorphic provinces of California. The Transverse Ranges province, which is located north of the Project Site, is characterized by east-west trending convergent deformation structural features, which are the result of north-south crustal shorting due to plate tectonics locally folding uplift of the mountains and lowering of the intervening valleys. The Peninsular Ranges, which are located to the south and east of the Project Site, exhibit the northwest and southeast trending strike slip faults separating the intra-Province blocks.

## Soil Type and Characteristics

The Project Site is relatively flat with a gentle upward slope toward the north. Surface elevation varies from 210 feet mean sea level (msl) near the southern portion of the Project Site to 220 feet msl in the northern portion. The Campus is underlain by recent alluvial deposits that consist predominately of natural flood plain deposits from the Los Angeles River. A thin veneer of fill soils, ranging from 2.5 to nine feet, overlain by several thousand feet thick sequence of marine sedimentary rock formations and crystalline basement rock of Catalina schists, comprise the soil at the Project Site. The artificial fill soils generally consist of silty sands and sands with varying amounts of gravel with localized areas of sandy silt, sandy clay, clayey sand and clayey silt. The artificial fill is not uniformly compacted and varies from medium dense to dense for coarse-grained soils and medium stiff to very stiff for fine-grained soils. The alluvium beneath the artificial fill consists of alternating layers of sandy silt and sand with varying amounts of gravel, gravel layers, sandy clays, clayey sands, silt and sandy silts. The sands vary from medium dense to very dense and the fine-grained soils (silts and clays) were predominately medium stiff to hard. The density of the alluvium increases with depth.

In addition, the underlying soils of the Project Site have a low to medium potential for expansion. Expansive soils are characterized by their ability to undergo significant volume change due to variations in moisture content. Changes in soil moisture can result from rainfall, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought or other factors and may cause unacceptable settlement or heave of structures, concrete slabs supported-on-grade, or pavements supported over these material. The soil also has a "low" aggressive corrosivity toward concrete elements and a "low to moderately" corrosive potential to metals.

## Groundwater

Drainage at the Project Site occurs by sheet flow either from catch basins and drains on-site or onto adjacent streets which funnel into the local storm drain system. The historical high groundwater level is expected to be greater than 75 feet below the ground surface. Perched groundwater was encountered during a boring excavation at a depth of 40 feet.<sup>1</sup> Fluctuations in groundwater levels, localized zones of perched water and soil moisture content can be anticipated during and after the rainy season.

## Oil Fields

The Project Site is situated between the Las Cienegas Oil Field to the west and the Los Angeles Downtown Oil Field to the north and is within the block boundary limits of each field (Munger, 2001). No wells (active, inactive or abandoned) are present on the LATTC Campus, however, two wells are reported to exist on nearby properties. The "Garey Community" Number 1, drilled in 1963 to a depth

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<sup>1</sup> *Geotechnical Investigation Proposed Five-Year Campus Improvement Plan LATTC Los Angeles, CA, by Kleinfelder, Inc., February 21, 2003.*

of 5,524 feet, in the Las Cienegas Oil Field is located on an adjacent property to the west of the Project Site. The second well, ARCO Oil & Gas Company's "West Adams Corehold" Number 2, located within the Los Angeles Downtown Oil Field was drilled in 1964 to a depth of 6,880 feet and lies on an adjacent property to the southeast of the Project Site. Both wells are reported to be uncompleted and abandoned.<sup>2</sup> Due to the location of the Project Site with respect to the Las Cienegas and Los Angeles Downtown Oil Fields, the potential exists for the presence of naturally occurring oil field gasses within subsurface soils at the Project Site. Kleinfelder, Inc. completed a Phase I Environmental Site Assessment and soil gas survey at the LATTC Campus.<sup>3</sup> The soil gas survey did not detect the presence of methane in any of the 32 soil gas probes installed and sampled at the Campus. As a result, no further action was recommended for the Five-Year Campus Plan development regarding soil gas mitigation.

## Seismic Hazards

### *Faulting and Seismicity*

Active and potentially active faults have been mapped adjacent to, within, and beneath areas in the City of Los Angeles. A potentially active fault is a fault that has demonstrated surface displacement of Quaternary age deposits (within the last 1.6 million years). An active fault is one that has had surface displacement within Holocene times (the last 11,000 years) or is included in an Alquist-Priolo Earthquake Fault Zone as established by the California Division of Mines and Geology. Faults that have not experienced movement within the past 1.6 million years are generally considered inactive. The active and potentially active faults which are deemed capable of producing fault rupture in the City of Los Angeles are shown in relation to the Project Site in Figure IV.C-1.

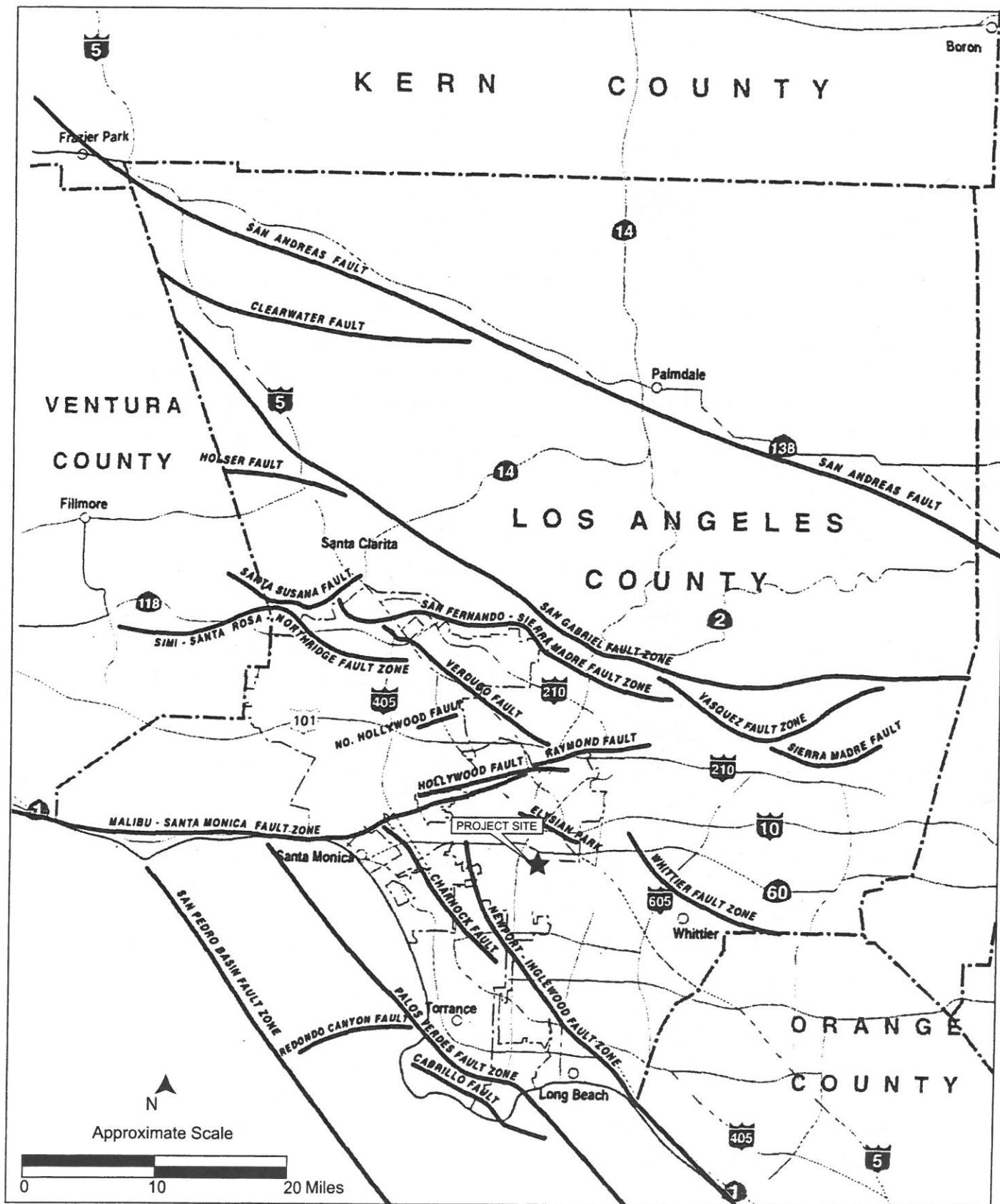
The Project Site is located in the highly seismic Southern California region, within the influence of several fault systems that are considered to be active or potentially active. The Alquist-Priolo Earthquake Fault Zoning Act of 1973 (Public Resources Code Section 2621 *et seq.*) represents the current State mandated approach to controlling development in active fault zones. There are two general requirements of this act: 1) the location of most structures for "human occupancy" may not be across the trace of active faults and 2) proposed developments within 1,000 feet of the established special study zones must have geologic/seismic reports done. However, the Project Site is not located in a state-defined Alquist-Priolo Earthquake Fault Zone or Special Study Area, and no active or potentially active faults are known to exist beneath the Project Site.<sup>4</sup> Nevertheless, for design build considerations, Table IV.C-1 summarizes parameters for the seven faults that were identified as posing greatest seismic impact upon the Project Site.

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<sup>2</sup> *Ibid.*

<sup>3</sup> *Ibid.*

<sup>4</sup> *Ibid.*



Source: Department of Regional Planning, County of Los Angeles, 1990.



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Figure IV.C-1  
Major Regional Faults



**Table IV.C-1**  
**Faults and Moment Magnitudes**

Fault Name	Approx. Distance from Project Site (mi.)	Maximum Event (Moment Magnitude)
<b>Highly Active</b>		
Elysian Park Thrust	2.6	6.7
Compton Thrust	4.1	6.8
Newport-Inglewood	4.8	6.9
<b>Moderately Highly Active</b>		
Hollywood	5.7	6.5
Raymond	6.8	6.5
Santa Monica	8.7	6.6
Verdugo Hills	8.9	6.7
<i>Source: Kleinfelder, Inc., Preliminary Screening of Potential Geologic Hazards LATTC, Los Angeles, CA, February 7, 2003.</i>		

### *Ground Shaking*

The most widespread, damaging effects of earthquakes are caused by strong ground shaking. The intensity of ground shaking at a given location depends on several factors, but primarily on the earthquake magnitude, the distance of the site from the earthquake's epicenter, and the response characteristics of the soil or bedrock units underlying the area. Strong ground shaking can catastrophically damage structures.

The two most consistent databases for assessing ground shaking hazard potential in the City of Los Angeles are the California Division of Mines and Geology (CDMG) (1988) planning scenario study for a major earthquake (magnitude greater than 7.0) on the Newport-Inglewood Fault Zone (NIFZ) and the Caltrans (1992) estimates of peak horizontal acceleration from maximum credible earthquakes for rock and stiff-soil sites.<sup>5</sup> The CDMG scenario utilizes the Modified Mercalli Intensity (MMI) scale standard, a modeled seismic intensity distribution. The MMI intensity values are presented as VII, VIII, and IX, where IX is considered a high hazard, VIII is moderate, and VII is low. However, an episode of VII intensity could severely damage an unreinforced structure, cause parapets and building fronts to fall on to sidewalks, and tumble chimneys through roofs. According to the January 1995 Draft Environmental Impact Report for the Los Angeles Citywide General Plan Framework, the Central City Subregion, where the Project Site is located, could reach an intensity of VIII (moderate) from the Newport-Inglewood Fault Zone scenario earthquake. Furthermore, according to the Caltrans scenario, the Central City Subregion could experience peak ground acceleration (PGA) of greater than

<sup>5</sup> Los Angeles Citywide General Plan Framework Draft EIR, January 1995.

0.5 to 0.6g<sup>6</sup> from a large earthquake on any of the nearby faults. This is considered a high hazard, since it is greater than minimum levels upon which building code standards are based, although the Project Site would not be exposed to any greater risk from ground shaking than any other site in the Central City subregion.

### *Liquefaction*

Liquefaction is a transformation of soil from a solid to a liquefied state during which saturated soil temporarily loses strength resulting from the buildup of excess pore water pressure, especially during earthquake-induced cyclic loading. Soil susceptible to liquefaction includes loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits.

No specific liquefaction hazard areas have been identified for the Project Site. The Project Site is not located within a State or County designated Seismic Hazard Zone for Liquefaction potential or seismically induced slope stability hazard area. Based on a review of the 35 soil borings conducted, Kleinfelder, Inc. concluded that due to the depth of groundwater encountered beneath the Project Site (40 feet below ground surface), the historical groundwater levels recorded in the project area (greater than 75 feet below ground surface), and the medium dense to coarse-grained soils encountered, the potential for liquefaction occurrence is remote.

### *Landslide*

The regional topography on and surrounding the Project Site is generally flat and no mountains or hills are located directly nearby. Therefore, no landslide areas exist on the Project Site.

### *Flooding, Tsunamis and Seiches*

The Project Site is situated within Flood Hazard Zone "C", which is defined by Federal Emergency Management Agency (FEMA) as an area of minimal flooding. The Project Site is not located within a 100- or 500-year flood hazard zone nor is the Project Site listed within a tsunami or seiche inundation hazard zone.<sup>7</sup> The County of Los Angeles lists the Project Site as being located within an inundation hazard zone. However, in the event of a flooding from the Hansen dam, it is expected that the water would flow to the existing and improved Tujunga Wash and Los Angeles flood control channels. Due to the elevated inland location and the lack of proximity of the Project Site from any large bodies of water, tsunamis and seiches do not pose a potential hazard to the Project Site.

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<sup>6</sup> The term "g" refers to the force associated with PGA.

<sup>7</sup> Kleinfelder, Inc., *Geotechnical Investigation Proposed Five-Year Campus Improvement Plan LATTC Los Angeles, CA, February 21, 2003.*

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

A significant geologic or seismic impact would occur if a project has the potential to pose an increased threat to public safety or destruction of property by exposing people, property, or infrastructure to seismically-induced hazards that can not reasonably be reduced to acceptable levels of safety with modern geotechnical engineering practices.

### Project Impacts

Site preparation, earthwork and grading activities is anticipated to consist of demolition and removal of existing structures which currently lie within the footprint of the proposed structures or facilities; over-excavation and re-compaction of the existing undocumented fill and upper native soils; preparation of subgrades to receive fill and placement of engineered fill; excavation and backfilling for utility lines; import of fill materials, if necessary; and sloped and shored temporary excavations.

### Soil Type and Characteristics

Artificial fill soils were encountered to depths of approximately 2.5 to nine feet beneath the Project Site and depending on the extent and location below finished subgrade, these soils could have a detrimental effect on the proposed construction. In the case of the Proposed Project, the underlying soils are generally sandy soils, which have less clay content and therefore not suitable for the support of building foundations or floor slabs. With this low to medium potential of soil expansion, a potentially significant impact could occur unless mitigation measures are implemented. Therefore, mitigation measures involving testing of soils and reducing large moisture content variations are provided below, reducing the impact to a less-than-significant level.

In addition, testing of the underlying soils indicated a "low" aggressive corrosivity toward concrete elements and a "low to moderately" corrosive potential toward metals. The effects of this corrosivity potential are a lessening of the structural integrity of building foundations and the life of underground construction materials, thereby increasing the risks to life and property. However, with proper implementation of the proposed mitigation measures below, concrete and underground construction materials would become more durable against corrosion, thereby protecting the structural integrity of future buildings. Therefore, the corrosivity impact on soil would be less than significant.

### ***Groundwater***

All grading and construction activities expected to be associated with the Thirty-Year Master Plan would take place above the historic high groundwater table. Groundwater and perched groundwater are not expected to be encountered during grading or construction. Therefore, implementation of the Proposed Project is not expected to produce any adverse impacts relative to groundwater.

### ***Oil Fields***

As discussed above, the Project Site is situated between the Las Cienegas Oil Field to the west and the Los Angeles Downtown Oil Field to the north and is within the block boundary limits of each field. However, no wells (active, inactive or abandoned) are present on the Project Site. Two wells are located adjacent to the Project Site, however, both wells are reported to be uncompleted and abandoned. Therefore, implementation of the Proposed Project is not expected to produce any adverse impacts relative to oil fields.

### ***Seismic Hazards***

#### ***Faulting and Seismicity***

Since no known or mapped active, potentially active, or inactive faults would trend toward or directly through the Project Site and since the Project Site does not lie in a designated Earthquake Fault Rupture Hazard Zone, the potential for direct surface fault rupture on the Project Site is considered very unlikely. Thus, impacts associated with implementation of the Thirty-Year Master Plan relative to the seismic displacement of structures on the Project Site would be less than significant. In the event that any of the active faults within the greater Los Angeles area were to rupture, an earthquake would be generated which would, in all likelihood, result in potentially significant ground shaking in the project area. However, development of the Proposed Project would not increase the likelihood of the occurrence of a seismic event affecting the Project Site. In addition, implementation of the Thirty-Year Master Plan would not be anticipated to adversely impact any portion of the City's Seismic Safety Plan, as it would be consistent with the relevant policies of the Plan, which include the upgrading of public facilities to meet the risk requirements for seismic safety. Therefore, the Proposed Project would not result in any significant seismic impacts.

#### ***Ground Shaking***

The degree of ground shaking experienced on the Project Site would depend on the location of the earthquake's epicenter relative to the Project Site, in addition to the earthquake's magnitude. When a fault moves, it may or may not cause surface displacement. However, it would cause ground shaking, the amount of which depends on many geologic and tectonic parameters. Seven faults shown in Table IV.C-1 were identified that could heavily influence the amount of earthquake ground shaking experienced by the project. Additional faults outside the local area, such as the San Andreas would also

have the potential to create moderately strong ground motion effects in the project area. However, it should be noted that present building codes and construction practices are intended to minimize structural damage to buildings and loss of life as a result of a moderate or major earthquake. While it is impossible to totally prevent structural damage to buildings and loss of life as a result of seismic events, adherence to all applicable building codes and regulations and site-specific engineering specifications can reduce such impacts to less-than-significant levels. A significant impact posing an increased threat to public safety or destruction of property by ground shaking is not expected to occur with the development of the Proposed Project.

#### *Liquefaction/Landslides*

In addition to ground shaking, other secondary effects caused by earthquakes include liquefaction and landsliding. Due to the depth of the groundwater table and the relatively high density of the soils underlying the Project Site, the potential for soil liquefaction is considered remote.<sup>8</sup> The Project Site is located far enough from any mountains or hillsides to preclude a hazard of induced landsliding. Therefore, the Proposed Project would not be subject to significant impacts caused by seismically-induced liquefaction or landslides.

#### *Flooding, Tsunamis and Seiches*

As mentioned above, the Project Site is not located in any flood hazard zones nor is it listed within a tsunami or seiche inundation hazard zone. Therefore, the impact of flooding to the Project Site would be less than significant.

### **CUMULATIVE IMPACTS**

Development of the Thirty-Year Master Plan, in conjunction with the related projects identified in Section III. Environmental Setting, would result in further buildout of the downtown Los Angeles area. Such development would expose a greater number of individuals to seismically induced hazards associated with moderate to strong earthquakes, which are inherent to the southern California region. Aside from this generally accepted hazard, geotechnical constraints are generally site-specific in nature and there is little, if any, cumulative relationship between the development of the Proposed Project and the related projects. Each related project would be subject to specific geotechnical investigations on a case-by-case basis in accordance with applicable building codes. With adherence to applicable State and Federal regulations, buildings codes and sound engineering practices, geologic hazards could be reduced to less than significant levels. Therefore, cumulative geology and soils impacts would be less than significant.

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<sup>8</sup> *Ibid.*



## MITIGATION MEASURES

The following mitigation measures are required in order to effect a reduction in the severity of potential on-site impacts resulting from seismic events occurring on Southern California faults:

1. All grading and excavation activities shall be conducted in compliance with specific recommendations and requirements provided in the *Report of Geotechnical Investigation for the Proposed Five-Year Campus Improvement Plan, Los Angeles Trade-Technical College, Los Angeles, California*, prepared by Kleinfelder, Inc., February 23, 2003 and as amended in subsequent site specific investigations, subject to review and approval by the appropriate State and/or City responsible agencies.
2. All grading shall be performed under the supervision of a certified engineering geologist and/or soils engineer in accordance with the applicable provisions of the State and/or City Building Codes to the satisfaction of the State and/or City building and safety authorities. The responsible engineer shall review and approve the foundation plan and/or the excavation/shoring plan prior to the issuance of any permits.
3. All structures to be constructed or renovated as part of the Proposed Project shall be designed as required by either the Uniform Building Code for structures within Seismic Zone 4, or other pertinent State and/or City building codes (such as Division 23, Section 91.2305 of the City of Los Angeles Building Code), to withstand the expected ground motions.
4. To assist in response to a seismic event, an emergency response and building-specific evacuation plan for project structures shall be developed in coordination with the Los Angeles Fire Department prior to the Certificate of Occupancy being granted by the City of Los Angeles. Such information shall be disseminated to employees and all applicable emergency service providers (e.g., LASD Campus Police, LAFD, LAPD) to reduce the potential for human injury.

## LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the proposed mitigation measures, project impacts to geology and soils would be less than significant.

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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### D. HAZARDOUS MATERIALS

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#### INTRODUCTION

Three Phase I and four Phase II Environmental Site Assessments (ESAs) were prepared to identify and address recognized environmental conditions throughout the existing Campus and within the proposed acquisition property bounded by Grand Avenue to the west, 21<sup>st</sup> Street to the north, Olive Street to the east, and 23<sup>rd</sup> Street to the south. Each of the ESAs focused on different portions of the Project Site, as described below. No single ESA covered the entire Project Site, including the proposed acquisition property. This section summarizes these ESAs and refers to each as either "Phase I ESA" or "Phase II ESA" followed by the associated date of preparation. The ESAs are available for review at the following location:

Los Angeles Trade-Technical Community College  
400 W. Washington Blvd., Building A, Room A-108  
Los Angeles CA 90015-4181  
Contact: Mary Ann Breckell, Vice President, Administration

#### Phase I ESAs

- *Phase One Environmental Site Assessment, 333 West 22<sup>nd</sup> Street, Los Angeles, CA 90007*, prepared by NATEC International, Inc., March 20, 2001. This report focused on environmental conditions at a three-story office building on the existing Campus, bounded by 21<sup>st</sup> Street to the north, Hope Street to the west, and 22<sup>nd</sup> Street to the south. As part of the Five-Year Campus Plan, this three-story office building (currently called the PTA Building) will be demolished and developed as open space. As part of the Proposed Project (i.e., the Thirty-Year Master Plan), the open space area would be developed with a new four-story classroom building. Although this Phase I ESA was prepared specifically for the Five-Year Campus Plan, selected information within the report is considered helpful in understanding the ground conditions at this particular location on the Campus, where development would also occur under the Proposed Project. Information regarding records searches for hazardous site listings is also considered pertinent to the Proposed Project.
- *Phase I Environmental Site Assessment, Commercial Properties, 2101, 2109, 2112, 2115, and 2200 South Grand Avenue, Los Angeles, California*, prepared by EEI, June 6, 2002. This report focused on environmental conditions on a portion of the existing Campus as well as the proposed acquisition property. This report covered the properties and buildings at the

northwest, northeast, and southeast corners of the intersection of Grand Avenue and 22<sup>nd</sup> Street. The properties located at 2101, 2109, 2112, and 2115 South Grand Avenue will be developed with a 5-story classroom/office building during the Five-Year Campus Plan. This building would remain during the Thirty-Year Master Plan, and no additional development would occur. The property located at 2200 South Grand Avenue is part of the proposed acquisition property, which will not be developed during the Five-Year Campus Plan but would be developed under the Thirty-Year Master Plan. Although this Phase I ESA was prepared specifically for the Five-Year Campus Plan, information within the report concerning the property at 2200 South Grand Avenue is considered pertinent to the Proposed Project since development of this site would only occur during the Thirty-Year Master Plan.

- *Phase I Environmental Site Assessment, Los Angeles Trade Technical College, Los Angeles, California*, prepared by Kleinfelder, Inc., January 31, 2003. This report focused on environmental conditions throughout the existing Campus, bounded by Washington Boulevard to the north, Grand Avenue to the east, 23<sup>rd</sup> Street to the south, and Flower Street to the west. Although this Phase I ESA was prepared specifically for the Five-Year Campus Plan, selected information within the report is considered helpful in understanding the ground conditions throughout the Campus. Information regarding records searches for hazardous site listings is also considered pertinent to the Proposed Project.

#### Phase II ESAs

- *Preliminary Methane Screening Report, Los Angeles Trade Technical College, 400 W. Washington Boulevard, Los Angeles, California*, prepared by Keinfelder, Inc., February 4, 2003. This report assessed the potential presence of methane gas from vadose zone soils and the presence of volatile organic compounds (VOCs), based on the findings of the Phase I ESA dated January 31, 2003. The study area included the portion of the Project Site bounded by Washington Boulevard to the north, Grand Avenue to the east, 23<sup>rd</sup> Street to the south, and Flower Street to the west, as well as the property east of Grand Avenue that currently contains the Child Development Center, associated surface parking, and ancillary warehouse uses. Although this Phase II ESA was prepared specifically for the Five-Year Campus Plan, selected information within the report is considered helpful in understanding the ground conditions throughout the Campus.
- *Limited Soil Investigation Report – Commercial Property, 2200 South Grand Avenue, Los Angeles, California*, prepared by EEI, February 24, 2003. This report assessed the potential soil contamination due to the former presence of a service station at 2200 South Grand Avenue, based on the findings of the Phase I ESA June 6, 2002. Although this Phase II ESA was prepared specifically for the Five-Year Campus Plan, selected information within the report is considered helpful in understanding the ground conditions throughout the Campus.

- *Limited Environmental Soil Sampling, Los Angeles Trade Technical College, Los Angeles, California*, prepared by Kleinfelder, Inc., June 24, 2003. This report assessed the presence of soil contamination throughout the Campus, based on the findings of the Phase I ESA dated January 31, 2003. The study area includes the portion of the Campus bounded by Washington Boulevard to the north, Grand Avenue to the east, 23<sup>rd</sup> Street to the south, and Flower Street to the west. Although this Phase II ESA was prepared specifically for the Five-Year Campus Plan, selected information within the report is considered helpful in understanding the ground conditions throughout the Campus.

## ENVIRONMENTAL SETTING

### Project Site

The Project Site currently occupies approximately 28.6 acres generally bounded by Flower Street to the west, Washington Boulevard to the north, Grand Avenue to the east, and 23<sup>rd</sup> Street to the south and includes the southern portion (2.3 acres) of the city block bounded by Washington Boulevard, Grand Avenue, Olive Street and 21<sup>st</sup> Street. The Thirty-Year Master Plan (i.e., the Proposed Project) proposes to acquire and develop an additional 3.5 acres of property located east of the main Campus, bounded by Grand Avenue to the east, 21<sup>st</sup> Street to the north, Olive Street to the west, and 23<sup>rd</sup> Street to the south, including the vacation of the 22<sup>nd</sup> Street right-of-way between Grand Avenue and Olive Street. When completed, the Thirty-Year Master Plan would occupy approximately 32.2 acres. The Project Site is located within the highly-developed, urban environment of downtown Los Angeles, and is largely surrounded by commercial and light-industrial land uses.

### Topography

The Project Site is located in the western part of the Los Angeles basin, approximately 15 miles southwest of the base of the San Gabriel Mountains, on a gently sloping alluvial fan. The elevation is approximately 200 feet above mean sea level, and the gradient in the site vicinity is nearly level (0.007 feet per foot to the southwest). Based on the topography, the anticipated direction of surface drainage on the Project Site is southwest and toward the Pacific Ocean (approximately 12 miles west of the Project Site).

### Historical Land Uses

The Phase I ESAs investigated the history of the Project Site in order to identify any evidence of past activities that would suggest the potential presence of hazardous substances at the Project Site and to evaluate the potential for the Project Site to be impacted by any offsite sources of contamination.

### ***Aerial Photographs and Historical Maps***

Historical maps and aerial photographs were reviewed for information regarding past uses on the Project Site. The following discussion summarizes the historical land uses on the portions of the Project Site that were the focus of each Phase I ESA.

#### ***Phase I ESA March 20, 2001***

The portion of the Project Site that was the focus of this Phase I ESA (i.e., the location of the PTA Building which will be demolished and developed as open space during the Five-Year Plan and then developed with a new four-story classroom building during the Thirty-Year Master Plan) was occupied by the St. Vincent's Convent academy until 1922. It was converted to the Congress of Parents and Teachers Health Center around 1950 (the name changed to Los Angeles Parents and Teachers Health Center around 1960). Eight sets of aerial photographs were reviewed (from 1954 to 1999), none of which showed any evidence of hazardous materials.

#### ***Phase I ESA June 6, 2002***

Aerial photographs, dating from 1927 to 2000, were reviewed for the portion of the Project Site that was the focus of this Phase I ESA (i.e., the proposed acquisition property). This area was occupied by residences around 1927. By 1956, the site was occupied by industrial buildings and parking lots; while the adjacent land uses were industrial and residential. An additional industrial building and parking lot occupied the site by 1962. From 1962 to 2000, the review of historical aerial photographs indicated that there were no pertinent changes to the site. Historical topographic maps (from 1898 to 1994), city directories (from 1955 to 1998), and Sanborn Fire Insurance Maps (from 1907 to 1953) were also reviewed. The Sanborn Fire Insurance Maps indicated that a gasoline service station and repair facility occupied 2200 South Grand Avenue from 1923 to 1954. There was no evidence to indicate that the associated underground tanks were removed, or that soil sampling was ever performed. This Phase I ESA recommended further investigation at this location. Further investigation was conducted and documented in the Phase II ESA February 24, 2003, as described below.

#### ***Phase I ESA January 31, 2003***

Aerial photographs, dating from 1928 to 1994, were reviewed for the portion of the Project Site that was the focus of this Phase I ESA (i.e., the main campus bounded by Washington Boulevard to the north, Grand Avenue to the east, 23<sup>rd</sup> Street to the south, and Flower Street to the west). The 1928 aerial photograph showed approximately 10 buildings on the northern portion of the site, residences on the southern portion of the site, and undeveloped land north of 21<sup>st</sup> Street. By 1947, several of the buildings on the north and northeastern portion of the site in the 1928 photograph had been removed and an athletic track was in the central portion of the site. By 1952, the buildings that previously occupied the site no longer occupied the site and an additional building and parking lot were near the southeast corner of the athletic track. By 1965, the residences that were south of 21<sup>st</sup> Street were



replaced by two new buildings, parking lots, and an athletic track (the previous athletic track was replaced by a parking lot). The buildings that were near the northwest corner of the site were demolished, and a two-story building was in the northeast and eastern portions of the site. By 1976, additional buildings were near the southwest and northeast corners of the site, and a large parking lot was at the northwest corner of the site. By 1989, an additional building was in the central portion of the site (previously a parking lot) and a swimming pool was near the southwest corner of the site. There were no pertinent changes to the site between 1989 and 1994.

In addition, historical topographic maps (from 1898 to 1994) and Sanborn Fire Insurance Maps (from 1894 to 1968) were reviewed. There was no pertinent information in the historical topographic maps that substantially differed from the aerial photographs. Based on the review of the Sanborn Fire Insurance Maps, two former gasoline service stations were identified in a hydrologically upgradient direction adjacent to the north of the site, and one former gasoline service station was identified to the east of the site. This Phase I ESA recommended further investigation with respect to the potential for groundwater contamination associated with the former gasoline service stations. Further investigation was conducted and documented in the Phase II ESA June 24, 2003, as described below.

#### **Site Reconnaissance**

Reconnaissance-level site visits were conducted in conjunction with each of the Phase I ESAs. The site reconnaissance visits consisted of the observation and documentation of existing site conditions and the nature of the neighboring properties.

##### *Phase I ESA March 20, 2001*

A site visit was conducted on March 8, 2001 at the location of the PTA Building (which will be demolished and developed as open space during the Five-Year Plan and then developed with a new four-story classroom building during the Thirty-Year Master Plan). The site was found to be in a deteriorating condition. Operations on the site were determined to be environmentally innocuous.

##### *Phase I ESA June 6, 2002*

A site visit was conducted on May 28, 2002 at the proposed acquisition property. There was no evidence of contamination, distressed vegetation, petroleum-hydrocarbon staining, waste drums, illegal dumping, or improper waste storage/handling on the site.

##### *Phase I ESA January 31, 2003*

A site visit was conducted on December 13, 2002 at the main campus bounded by Washington Boulevard to the north, Grand Avenue to the east, 23<sup>rd</sup> Street to the south, and Flower Street to the west. Of the 15 buildings that comprise the site, basements equipped with sump/pumps were located in Buildings A (2), B (2), D, H, J, K, and L (2). A total of 10 hydraulic elevators were noted in

Buildings A, B (2), D (2), E, F, H, J, and L. Hydraulic oil was observed spilling onto the concrete floor from the drip tray in the elevator pit in Building H. Thirteen clarifiers (to treat waste water) were noted in Buildings A, B, F, and H. It was observed that a portion of Building F was being used for automotive repair and 27 in-ground hydraulic lifts were located in the southern half of the building. It was found that three underground storage tanks (USTs) were located on the site. A 1,000-gallon waste oil tank and a 6,000-gallon gasoline tank were located near the southeast corner of Building F; both of these USTs were currently being used. The third UST was a 12,000-gallon gasoline tank located on the north end of Parking Lot B, and was not currently being used. This Phase I ESA recommended further investigation to assess the potential impact to the subsurface from leaking hydraulic elevator equipment, in-ground hydraulic automotive lifts, and clarifier usage. Further investigation was conducted and documented in the Phase II ESA February 4, 2003, as described below.

### **Records Review**

A search of selected government databases was conducted as part of each of the Phase I ESAs. The database searches in each of the Phase I ESAs meet the government records search requirements of Section 65962.5 of the Government Code and ASTM E1529-00 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. The database listings were reviewed within the specified radii established by the ASTM E1529-00.

The following federal databases were reviewed in the Phase I ESAs: Compensation and Liability Information System (CERCLIS), including National Priority List (NPL) sites and No Further Remediation Planned (NFRAP) sites; Resource Conservation and Recovery Information System (RCRIS), including Resource Conservation and Recovery Act Transport, Storage, Treatment and/or Disposal (RCRA-TSD) sites and Resource Conservation and Recovery Act Generator (RCRA-GEN) sites; Emergency Response Notification System (ERNS); RCRA Corrective Actions Report (CORRACTS); FTTS; Federal Facilities (FEDFAC); Site Enforcement Tracking System (SETS); Enforcement Docketing Systems/Consent Decree Tracking System (DOCKET/CDETS); Criminal Docket System (C-DOCKET); Superfund Amendment and Reauthorization (SARA); and Federal Enforcement Dockets (FD).

In addition to the federal databases, the following State databases were reviewed in the Phase I ESAs: Annual Work Plan (AWP); California Environmental Protection Agency (CAL-SITES); California Integrated Waste Management Board Solid Waste Information System (SWIS/WMUDS); Leaking Underground Storage Tank (LUST); California Underground Storage Tank and Facility Inventory (UST/CA FID); Historical Registered USTs (HIST UST); CORTESE; California Hazardous Material Incident Report System (CHMIRS); NOTIFY 65; TOXIC PITS; Well Investigation Program (WIP); Drinking Water Program (WQ); Toxic Releases (NT); Solid Waste Assessment Test (SWAT); and Hazardous Waste Information System (HWIS).

The following supplemental databases were also reviewed in the Phase I ESAs: Facility Index System/Facility Identification Initiative Program Summary Report (FINDS); HAZNET; CA Spills, Leaks, Investigation & Cleanup (CA SLIC); Waste Discharge System (WDS); State Water Resources Control Board Aboveground Storage Tank (AST); CLEANERS; Site Mitigation; Los Angeles County Hazardous Materials System (HMS); and Oil and Gas Wells (OGW).

The federal database reviews indicated that there are no sites within the boundaries of the Project Site or within the vicinity of the Project Site that pose an environmental hazard to the Project Site.

The results of the State database reviews indicate that one CAL-SITES facility is listed within the ASTM search radius. This facility, identified as the Johnson Bronze Company, is located at 1818 South Grand Avenue approximately one-eighth mile northeast of the Project Site. According to the Phase I ESA January 31, 2003, a facility inspection completed on May 11, 1983 indicated that the identified site contained drums with stained pavement. Due to the hydrologically upgradient location of this facility and its close proximity to the Project Site, if a release of chemicals were to impact the groundwater beneath the identified site, the contaminated groundwater plume would have the potential to migrate beneath the Project Site. The CAL-SITES database indicates that this facility does not require Department of Toxic Substances Control action or oversight activity, and that it has been referred to the County of Los Angeles. In addition, if groundwater contamination under the Project Site occurs, the owner of the Project Site would not be held responsible by the regulatory agencies for investigation and remediation, provided the owner does not contribute to or exacerbate the problem (in accordance with the Management Memorandum #90-11).

The results of the supplemental database reviews indicate that one CA-SLIC facility is listed within the ASTM search radius. The identified site is located at 1450 Grand Avenue, approximately one-quarter mile north-northeast of the Project Site. According to the Phase I ESA January 31, 2003, groundwater beneath the identified site has been impacted by VOCs. Due to the hydrologically upgradient location of this facility and its close proximity to the Project Site, if a release of chemicals were to impact the groundwater beneath the identified site, the contaminated groundwater plume would have the potential to migrate beneath the Project Site. If groundwater contamination under the Project Site occurs, the owner of the Project Site would not be held responsible by the regulatory agencies for investigation and remediation, provided the owner does not contribute to or exacerbate the problem (in accordance with the Management Memorandum #90-11).

### **Oil and Gas Fields**

Methane is an explosive gas that naturally occurs in areas where oil field gasses are present. Vapor-phase diffusion is the predominate method by which soil gas (SG) analytes are transported in the subsurface. Presence of an analyte in SG is a function of the phase, location, and concentration of the source, the physical properties of the analyte, and the media through which transport occurs.

The Phase I ESA January 31, 2003 addressed the potential for oil field gases to occur under the Project Site due to the location of the northwest corner of the Project Site within the boundaries of the Los Angeles Downtown Field, as indicated in the Munger Map Book of California and Alaska Oil and Gas Fields (2001). The northwest corner of the Project Site corresponds with the area where the existing Building "F" is proposed to be demolished and replaced with courtyard buildings during the Thirty-Year Master Plan. The remaining portion of the Campus is located in the Las Cienegas Field. The Phase I ESA included a recommendation that a soil gas survey be performed. As a result of this recommendation, a soil gas survey was conducted and its associated findings were discussed in the Phase II ESA February 4, 2003 (Preliminary Methane Screening Report). These findings are summarized below.

#### ***Phase II ESA February 4, 2003***

The investigation associated with the Phase II ESA February 4, 2003 included a survey for SG methane and VOCs. Thirty-two soil samples were collected at locations that were 10 feet below the ground surface (bgs), with the exception of one sample that was collected at nine feet bgs. Soil gas sample locations were placed throughout the entire existing Campus, including the property east of Grand Avenue that currently contains the Child Development Center, associated surface parking, and ancillary warehouse uses.

Concentrations of methane were not detected in any of the 32 soil samples and methane was not detected in the soil vapor concentrations above the detection limit of 10 parts per million by volume (ppmv). VOCs were not detected in the SG samples, with four exceptions: Trichlorofluoromethane, m,p-Xylenes, o-Xylenes, and Benzene. However, the detected VOCs were found to be below the U.S. Environmental Protection Agency's Preliminary Remediation Goals for residential soils. In light of these findings, the report concluded that no further action would be necessary with respect to SG methane and VOCs.

#### **Soil Investigations**

As a result of the findings in the Phase I ESA June 6, 2002 and the Phase I ESA January 31, 2003, Phase II ESAs were prepared to investigate identified potentially contaminated soils. The Phase II ESA February 24, 2003 was prepared to focus on the potential contamination of soils at the former site of a service station at 2200 South Grand Avenue, which is located within the proposed acquisition property. The Phase II ESA June 24, 2003 focused on the main campus bounded by Washington Boulevard to the north, Grand Avenue to the east, 23<sup>rd</sup> Street to the south, and Flower Street to the west. The following discussion summarizes the findings in each of these Phase II ESAs.

#### ***Phase II ESA February 24, 2003***

The purpose of this Phase II ESA was to investigate potentially contaminated soils related to a service station that occupied the property at 2200 South Grand Avenue from 1923 to 1954. Soil samples were

collected from the site and analyzed in a laboratory. The laboratory analysis revealed that no detectable concentrations of Total Petroleum Hydrocarbons (TPH) as Gasoline, Benzene, Toluene, Ethylbenzene, Total Xylenes, Methyl tert-Butyl Ether (MTBE), VOCs, Arsenic, Cadmium, and Selenium were found in the soil samples. Hydrocarbons within the Heavy Oil range were detected in some soil samples; however, the "fingerprint" of these samples was not characteristic of any particular fuel type and they were determined to be well below current regulatory action levels.

Concentrations of Total Lead, Chromium, Zinc, and Nickel were also detected in some soil samples. However, the reported concentrations of these heavy metals were determined to be within ranges generally considered to be "background" or naturally occurring.

### ***Phase II ESA June 24, 2003***

The purpose of this Phase II ESA was to sample soils that were identified as potentially contaminated in areas identified in the Phase I ESA January 31, 2003. A total of 41 soil samples were collected at 14 locations at the following previously identified areas of potential contamination:

- Clarifiers – southeast side of Building "B" (two clarifiers), northwest side of Building "B" (two clarifiers), southeast corner of Building "F" (two clarifiers);
- Hydraulic Elevators – near the northeast corner of Building "J" (one elevator) and southeast side of Building "B" (one elevator); and
- USTs – north end of Parking Lot "B" (one UST), near 21<sup>st</sup> Street and the roof access parking ramp (one UST), and near the southern corner of Building "F" (one UST).

The laboratory analysis of the soils samples revealed that no detectable Total Recoverable Petroleum Hydrocarbons (TRPH) and polychlorinated biphenyls (PCBs) were found adjacent to the hydraulic elevator equipment rooms located in Buildings "B" and "J".

Soil samples that were collected adjacent to the three USTs located near the roof access parking ramp, Building "F" and Parking Lot "B" revealed no detectable TPH as Gasoline, Benzene, Toluene, Ethylbenzene, and Xylenes (BTEX), MTBE, and VOCs.

Although metals were detected near the clarifiers, including Barium, Cadmium, Chromium, Cobalt, Copper, Lead, Molybdenum, Nickel, Vanadium, and Zinc, they were determined to be naturally occurring and below current regulatory action levels. Soil samples collected adjacent to the clarifiers also revealed no detectable VOCs, semi-volatile organic compounds (SVOCs), TPH, and PCBs; with the exception of the five-foot sample collected at the clarifier located at the northwest corner of Building "B". Ethylbenzene, xylene, and o-xylene were detected in the sample at this clarifier. However, the concentrations of these VOCs were well below the USEPA Preliminary Remediation



Goals for industrial soil. VOCs were not detected in the 10-foot and 15-foot soils samples collected at the clarifier located at the northwest corner of Building "B".

The Phase II ESA found that no further environmental assessment is warranted at any of the locations in the soil investigation.

#### **Asbestos-Containing Materials (ACMs) and Lead-Based Paint (LBP)**

Asbestos-containing materials (ACMs), which are carcinogenic and can cause lung disease, are naturally occurring fibrous minerals that have been mined for their useful properties in built structures, such as thermal insulation, chemical and thermal stability, and high tensile strength. When left intact and undisturbed, these materials do not pose a health risk to building occupants. There is, however, a potential for exposure when the material becomes damaged to the extent that asbestos fibers become airborne and are inhaled. The principal federal government agencies that deal with asbestos regulation are the Occupational Safety and Health Administration (OSHA) and the Environmental Protection Agency (EPA), both of which began regulating asbestos exposure in the early 1970s. Thus, the age of a building is directly related to its potential for containing elevated levels of ACMs. Generally, all untested materials are presumed to contain asbestos in buildings constructed prior to 1981. The EPA recommends a proactive in-place management program be implemented wherever ACMs are found in a building. The EPA also recommends that damaged ACMs be removed, repaired, encapsulated, or enclosed. Prior to any renovation or demolition activities, the EPA recommends that all ACMs be removed. ACMs that are not damaged may be managed in place.

Lead-based paint (LBP), which can result in lead poisoning when consumed or inhaled, was widely used in the past to coat and decorate buildings. Lead poisoning can cause anemia and damage to the brain and nervous system, particularly in children. Like ACMs, LBP generally does not pose a health risk to building occupants when left undisturbed; however, deterioration, damage, or disturbance will result in hazardous exposure. In 1978, the use of lead-based paint was federally banned by the Consumer Product Safety Commission. Therefore, buildings built before 1978 are likely to contain lead-based paint, as well as buildings built shortly thereafter, as the phase-out of lead-based paint was a gradual and not instantaneous process.

### **ENVIRONMENTAL IMPACTS**

#### **Thresholds of Significance**

A project would have a significant effect on the environment if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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; or
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

## **Project Impacts**

### ***Routine Transport, Use, or Disposal of Hazardous Materials***

The Proposed Project would build upon the various campus improvements and organizational and programmatic changes that were initiated in the Five-Year Campus Plan. The Proposed Project would incorporate new educational facilities; provide for improved circulation, access, and campus organization; refurbish existing buildings; and provide for additional parking and classroom spaces. The improvements and renovations involved in the Proposed Project are generally characteristic of the existing campus uses, and the Proposed Project would not introduce any uses that are substantially different in structure or function. Cleaning solvents, pesticides, and other similar chemicals would continue to be used for the routine maintenance of the Campus. Other than the typical cleaning solvents and chemicals used for the day-to-day operation and maintenance of the Campus, no other hazardous materials would be used, transported, or disposed of with implementation of the Proposed Project. These chemicals would be handled in accordance with the manufacturers' recommendations and all applicable standards and regulations. Therefore, impacts related to the routine transport, use, or disposal of hazardous materials throughout the Project Site would be less than significant.

### ***Accidental Release of Hazardous Materials***

An accidental release of hazardous materials may occur if any past uses on the Project Site were characteristically hazardous to the extent that ground contamination could have occurred within the boundaries of the site. As discussed above, the three Phase I reports reviewed aerial photographs and historical maps for the Project Site to assess potential hazards from historical land uses.

Based on a review of aerial photographs, the Phase I ESA March 20, 2001 concluded that the open space area north of the auto court main entry, which would be developed with a new four-story classroom building during the Thirty-Year Master Plan, does not show any historical evidence of

hazardous materials. Therefore, impacts related to existing hazardous conditions within this particular area are considered less than significant.

Based on a review of historical Sanborn Fire Insurance Maps, the Phase I ESA June 6, 2002 concluded that a potential hazard could be present on the proposed acquisition property due to former underground tanks. Consequently, the Phase II ESA February 24, 2003 was prepared to address this concern. Soil samples collected for the Phase II ESA February 24, 2003 revealed that TPH, VOC, and heavy metal levels were in acceptable ranges. No other potentially significant impacts were identified during the review of historical land uses in the Phase I ESA June 6, 2002. Therefore, historical land use impacts at the proposed acquisition property are considered less than significant.

Based on a review of historical Sanborn Fire Insurance Maps, the Phase I ESA January 31, 2003 concluded that a potential hazard could be present for the portion of the Project Site bounded by Washington Boulevard to the north, Grand Avenue to the east, 23<sup>rd</sup> Street to the south, and Flower Street to the west due to former off-site gasoline service stations located in a hydrologically upgradient direction adjacent to the north of the Project Site. In addition, the report identified potentially hazardous materials associated with leaking hydraulic elevator equipment, in-ground hydraulic automotive lifts, clarifier usage, and onsite USTs. Consequently, the Phase II ESA June 24, 2003 was prepared to address this concern. Soil samples collected for the Phase II ESA June 24, 2003 revealed that TPH, VOC, and PCB levels were in acceptable ranges. The Phase II ESA June 24, 2003 determined that no hazardous materials related to the identified potential hazards were present on the site in concentrations that exceeded acceptable levels. No further environmental investigation was warranted. Therefore, impacts related to existing hazardous conditions within the portion of the Project Site bounded by Washington Boulevard to the north, Grand Avenue to the east, 23<sup>rd</sup> Street to the south, and Flower Street to the west are considered less than significant.

#### *Oil and Gas Fields*

An accidental release of hazardous materials may occur if proposed construction activities, particularly those involving excavation or other subsurface procedures, are proposed in areas known to contain subsurface oil field gases including SG methane and VOCs. As discussed above, the northwest corner of the Project Site is within the boundaries of the Los Angeles Downtown Field, while the remaining portion of the Campus is located in the Las Cienegas Field.

The Phase II ESA February 4, 2003 included an SG methane and VOC survey for the main campus area bounded by Washington Boulevard to the north, Grand Avenue to the east, 23<sup>rd</sup> Street to the south, and Flower Street to the west, as well as the campus parcel to the east of Grand Avenue, north of 21<sup>st</sup> Street. Methane and VOC levels within these properties were determined to be within acceptable ranges, and no further investigation was warranted. Furthermore, excavation activities are not proposed within this area under the Thirty-Year Master Plan, additionally reducing any potential for upset. Therefore, impacts related to oil and gas fields within these portions of the Project Site are considered less than significant.

The Phase II ESA February 4, 2003 did not sample for SG methane and VOC within the boundaries of the proposed acquisition property. Because this area is located within a methane hazard zone,<sup>1</sup> subsurface gas could exist below this portion of the site. Although excavation activities are not proposed within this area, site plans could conceivably be amended during the thirty-year time period to include ground-disturbing activities. Therefore, Mitigation Measure 1 is recommended to reduce this potentially significant impact to a less-than-significant level.

#### *Soil Investigations*

An accidental release of hazardous materials may occur if ground contamination is known to exist under the site, particularly if excavation or other ground-disturbing activities are proposed. Although excavation is not proposed under the Thirty-Year Master Plan, site plans could conceivably be amended during the Thirty-year time period to include ground-disturbing activities. Therefore, Phase II ESAs were prepared to investigate potentially contaminated soils that were identified in the Phase I ESA June 6, 2002 and the Phase I ESA January 31, 2003.

As discussed above, soil samples collected at the proposed acquisition property for the Phase II ESA February 24, 2003 revealed that TPH, VOC, and heavy metal levels were in acceptable ranges. As no ground contamination was uncovered, impacts are considered less than significant at this property.

As discussed above, soil samples for the Phase II ESA February 24, 2003, which were collected at 41 locations within the portion of the Project Site bounded by Washington Boulevard to the north, Grand Avenue to the east, 23<sup>rd</sup> Street to the south, and Flower Street to the west, revealed that ground contamination was not present within this area in levels that exceeded acceptable thresholds. Therefore, ground contamination impacts are considered less than significant within this main campus area.

#### *Asbestos-Containing Materials (ACMs) and Lead-Based Paint (LBP)*

An accidental release of hazardous materials may occur if proposed demolition or renovation activities involve structures that may house hazardous materials, particularly ACMs and/or LBP. The Proposed Project would involve the demolition of several buildings on the existing Campus, including Buildings B, F, G, and J, as well as the demolition of the existing industrial properties on the proposed acquisition property. Due to the ages of the structures that are proposed for demolition, the probability for these buildings to contain LBP and ACMs is considered high. Therefore, a potentially significant impact exists with respect to the release of hazardous materials, and Mitigation Measures 3 and 4 are required to reduce impacts to a less-than-significant level.

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<sup>1</sup> City of Los Angeles Planning Department, Zoning Information and Map Access System (ZIMAS), website: <http://zimas.lacity.org/>, January 31, 2005.

### ***Proximity to a School***

The Project Site is adjacent to the Orthopedic Hospital Medical Magnet High School, located at 300 West 23<sup>rd</sup> Street, directly south of the LATTC Campus. As discussed above, aside from materials currently used on site associated with various vocational programs and cleaning solvents and chemicals used for the day-to-day operation and maintenance of the Campus, no other hazardous materials would be used, transported, or disposed of with implementation of the Proposed Project. Therefore, the Proposed Project would not expose students at the Orthopedic Hospital Medical Magnet High School to hazardous or acutely hazardous emissions, materials, substances, or waste. Impacts would be less than significant.

### ***Hazardous Sites***

As discussed above, the Phase I ESAs identified one hazardous site listed on the CAL-SITES database and one hazardous site listed on the CA-SLIC database, both of which are within the ASTM search radius from the Project Site. Because of the hydrologically upgradient locations of the identified sites and their close proximities to the Project Site, if a release of chemicals at either site were to impact the groundwater beneath the site, the contaminated groundwater plume would have the potential to migrate beneath the LATTC Campus. This could represent a potentially significant impact if the Proposed Project includes groundwater discharge, which would expose potentially contaminated groundwater to the public.

The historical high groundwater level at the Project Site is expected to be greater than 75 feet below the ground surface. Perched groundwater was encountered during a boring excavation at a depth of 40 feet.<sup>2</sup> The Five Year Campus Plan's two-level subterranean parking structure under the track and field has already undergone environmental review and has since been approved. It is not anticipated that this structure would necessitate dewatering. However, if future revisions to the proposed site plans include subterranean structures or otherwise involve groundwater discharge from the Project Site, the contamination risks discussed above would constitute a potentially significant impact. Therefore, Mitigation Measure 4 is recommended to ensure that any potential future revisions to the proposed site plans would not result in the exposure of potentially contaminated groundwater to the public.

### ***Emergency Response Plan***

As discussed in Sections IV.G.1 Public Services - Police Protection and IV.G.2 Public Services - Fire Protection, development of the Proposed Project would not impede public access or travel upon public rights-of-way in a manner that would impede emergency access for the Los Angeles Sheriff's Department (LASD), the Los Angeles Police Department (LAPD), or the Los Angeles Fire Department

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<sup>2</sup> *Geotechnical Investigation Proposed Five-Year Campus Improvement Plan LATTC Los Angeles, CA, by Kleinfelder, Inc., February 21, 2003.*



(LAFD). The Proposed Project would not interfere with any adopted emergency response plan. Furthermore, to reduce impacts related to emergency access, the Proposed Project includes a Service and Emergency Access Plan, as identified in Section II. Project Description. Therefore, impacts with respect to emergency access and response plans would be less than significant.

## CUMULATIVE IMPACTS

A total of 22 related projects were identified in the Project Area. Because hazardous material and risk of upset conditions are largely site-specific, the related projects must individually be evaluated for such risks, including the presence of ACMs and LBP, the routine transport or handling of hazardous materials, existing ground conditions, and hazardous sites listings. Mitigation measures would be required on an individual project basis, where appropriate. Since impacts are local to the individual sites, with proper adherence to the appropriate laws and mitigation measures, there would be no cumulatively significant impact with respect to hazardous materials and risk of upset.

## MITIGATION MEASURES

The following mitigation measures are required to reduce potentially significant impacts to a less-than-significant level:

1. All commercial, industrial, and institutional buildings shall be provided with an approved Methane Control System, which shall include these minimum requirements; a vent system and gas-detection system which shall be installed in the basements or the lowest floor level on grade, and within underfloor space of buildings with raised foundations. The gas-detection system shall be designed to automatically activate the vent system when an action level equal to 25 percent of the Lower Explosive Limit (LEL) methane concentration is detected within those areas. All commercial, industrial, institutional and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code, hired by the building owner. The engineer shall investigate and recommend mitigation measures which will prevent or retard potential methane gas seepage into the building. In addition to the other items listed in this section, the owner shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval.
2. A licensed Asbestos Inspector shall be retained to determine the presence of asbestos and asbestos containing materials (ACMs) within structures to be demolished on the Project Site and on the proposed acquisition property, consistent with the 1994 Federal Occupational Exposure to Asbestos Standards, Occupational Safety and Health Administration (OSHA), 29 CFR 1910.1001, 1926.1101, and 1915.1001. The Project Applicant shall be required to comply with all applicable State and Federal ACM Abatement policies and procedures for removal of ACM's present on the Project Site and/or the proposed acquisition property.

3. A licensed Lead-Based Paint Inspector shall be retained to determine the presence of lead-based paint (LBP) and lead-based paint containing materials (LBPCM) within structures to be demolished on the Project Site and on the proposed acquisition property, consistent with the 1994 Federal Occupational Exposure to Asbestos Standards, Occupational Safety and Health Administration (OSHA), 29 CFR 1910.1001, 1926.1101, and 1915.1001. The Project Applicant shall be required to comply with all applicable State and Federal LBPCM policies and procedures for removal of LBPCM's present on the Project Site and/or the proposed acquisition property.
4. Should the proposed site plans be revised in the future in a manner that would entail groundwater discharge from the Project Site and/or the proposed acquisition property, such discharge must comply with National Pollution Discharge Elimination System (NPDES) discharge requirements.

#### **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Project impacts related to hazardous materials and risk of upset would be less than significant after implementation of the required mitigation measures.

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## **IV. ENVIRONMENTAL IMPACT ANALYSIS**

### **E. LAND USE/ZONING**

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#### **ENVIRONMENTAL SETTING**

##### **Existing Land Uses**

The Project Site includes the entire existing LATTC Campus, located at 400 W. Washington Boulevard in the Southeast Los Angeles Community Planning Area (CPA) of the City of Los Angeles. The existing main campus occupies approximately 28.6 acres generally bounded by Flower Street to the west, Washington Boulevard to the north, Grand Avenue to the east, and 23<sup>rd</sup> Street to the south. The existing east campus occupies the southern portion (2.3 acres) of the city block bounded by Washington Boulevard to the north, Olive Street to the east, 21<sup>st</sup> Street to the south, and Grand Avenue to the west. The existing Campus currently serves a student body of 15,000 students.

The Project Site also includes the property located on the blocks bounded by 21<sup>st</sup> Street to the north, Olive Street to the east, 23<sup>rd</sup> Street to the south, and Grand Avenue to the west, which, once acquired, would become part of the east campus. This property is currently occupied with 98,000 square feet of industrial uses.

##### **Adjacent Land Uses**

Land uses surrounding the LATTC Campus generally consist of commercial, light industrial, institutional, and public facility uses. North of the LATTC Campus, across Washington Boulevard are commercial uses including fast food restaurants and a hotel. East of the LATTC Campus, across Olive Street are public facility uses, including a court house, as well as industrial uses and a small triangular park. South of the LATTC Campus, across 23<sup>rd</sup> Street are commercial, institutional, and residential uses, including an orthopedic hospital, an orthopedic medical magnet school, an impound lot, and a four-story multiple-family residential building. West of the LATTC Campus, across Flower Street are commercial and parking uses. Additionally, the commercial SBC building is located on the southeast corner of Washington Boulevard and Grand Avenue. Surrounding land uses are described in further detail and illustrated in Figures IV.A-3 through IV.A-10 in Section IV.A. Aesthetics.

Other prominent landmarks in the vicinity of the Project Site include the STAPLES Center and the Los Angeles Convention Center to the north (on the north side of the I-10 Freeway), the SR-110 Freeway to the west, and the Exposition Park neighborhood and the University of Southern California (USC) campus to the southwest.

## **Relevant Land Use Policies**

The Project Site is governed by the land use policies and designations of several local plans. These include the City of Los Angeles General Plan Framework (General Plan Framework), the Southeast Los Angeles Community Plan (Community Plan), the Council District Nine Corridors South of the Santa Monica Freeway Redevelopment Plan (Redevelopment Plan), and the Los Angeles Planning and Zoning Code (Planning and Zoning Code).

The Project Site is also governed by the land use policies and designations of the Regional Comprehensive Plan and Guide (RCPG) prepared by the federally-designated Southern California Association of Governments (SCAG), the Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD), and the Congestion Management Program (CMP) prepared by the County of Los Angeles. Portions of these plans and policies that are relevant to the Proposed Project are discussed below in detail.

### ***Regional Comprehensive Plan and Guide***

The Regional Comprehensive Plan and Guide (RCPG) was adopted in 1994 by the member agencies of SCAG which include 14 subregions (comprised of Los Angeles, Orange, San Bernardino, Riverside, Imperial and Ventura Counties). The Project Site is located within the City of Los Angeles subregion, which encompasses the entire City of Los Angeles. The RCPG serves as a policy document that sets broad goals for the Southern California region and identifies strategies for agencies at all levels of government to use in guiding their decision-making with respect to the significant issues and changes, including growth management, that can be anticipated by the year 2015 and beyond. Applicable policies from the aforementioned chapters, which are pertinent to the Proposed Project, are discussed in Table IV.E-1, under the Project Impacts subheading below.

### ***South Coast Air Quality Management District***

The Proposed Project is also located within the South Coast Air Basin (SCAB) and is therefore within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The Air Quality Management Plan (AQMP), adopted in 1997 by SCAQMD and SCAG to assist in fulfilling these responsibilities, is intended to establish a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the SCAB area. Air quality impacts of the Proposed Project, and consistency of the Proposed Project with the AQMP, are analyzed in greater detail in Section IV.B. Air Quality.

### ***Congestion Management Program***

The Congestion Management Plan (CMP) for Los Angeles County was developed in accordance with Section 65089 of the California Government Code. The CMP is intended to address vehicular

congestion relief by linking land use, transportation and air quality decisions. Further, the program seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel and to propose transportation projects which are eligible to compete for state gas tax funds. To receive funds from Proposition 111 (i.e., state gasoline taxes designated for transportation improvements) cities, counties, and other eligible agencies must implement the requirements of the CMP. Within Los Angeles County, the Metropolitan Transportation Authority (MTA) is the designated congestion management agency responsible for coordinating the County's adopted CMP. The Proposed Project's traffic impact analysis was prepared in accordance with the County of Los Angeles CMP and City of Los Angeles Department of Transportation (LADOT) Guidelines, and is presented in Section IV.I. Transportation and Circulation.

### ***City of Los Angeles General Plan Framework***

The City of Los Angeles General Plan Framework (General Plan Framework), which was re-adopted in August 2001, provides general guidance on land use issues for the entire City. The General Plan Framework's Long Range Land Use Diagram for South Los Angeles, in which the Project Site is located, does not specify land uses for the Project Site. However, nearby uses, which are specified, include Regional Center Uses (along Figueroa Street between Jefferson Boulevard and Martin Luther King Boulevard) and Mixed-Use Boulevard Uses (at the intersections of Adams Boulevard/San Pedro Street and Adams Boulevard/Maple Avenue). According to Chapter 3 – Land Use, of the Framework, Mixed-Use Boulevards incorporate commercial uses at a scale, density, and height which is compatible with neighboring housing. They generally contain community and neighborhood commercial uses. Regional Centers are focal points for regional commerce, identity and activity. They contain a variety of offices, malls, government buildings, health facilities, and entertainment/cultural facilities and are usually high density and medium- to high-rise.

The General Plan Framework provides projections for population, housing, employment, and commercial growth in the Southeast Los Angeles region, including a projection of 10,975 new jobs and 1.45 million square feet of new commercial space in the community between 1990 and 2010. The General Plan Framework also provides objectives and policies for several topical areas, including land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services, as well as specific implementation plans to help meet those objectives and exercise those policies. Policies excepted from several of these topical areas which pertain to the Proposed Project, are discussed in Table IV.E-2, under the Project Impacts subheading below.

### ***Southeast Los Angeles Community Plan***

The City of Los Angeles is divided into 35 Community Planning Areas (CPAs). Each CPA is governed by a community or district plan intended to implement the policies of the General Plan Framework on a local scale by promoting an arrangement of land uses, streets, and services which



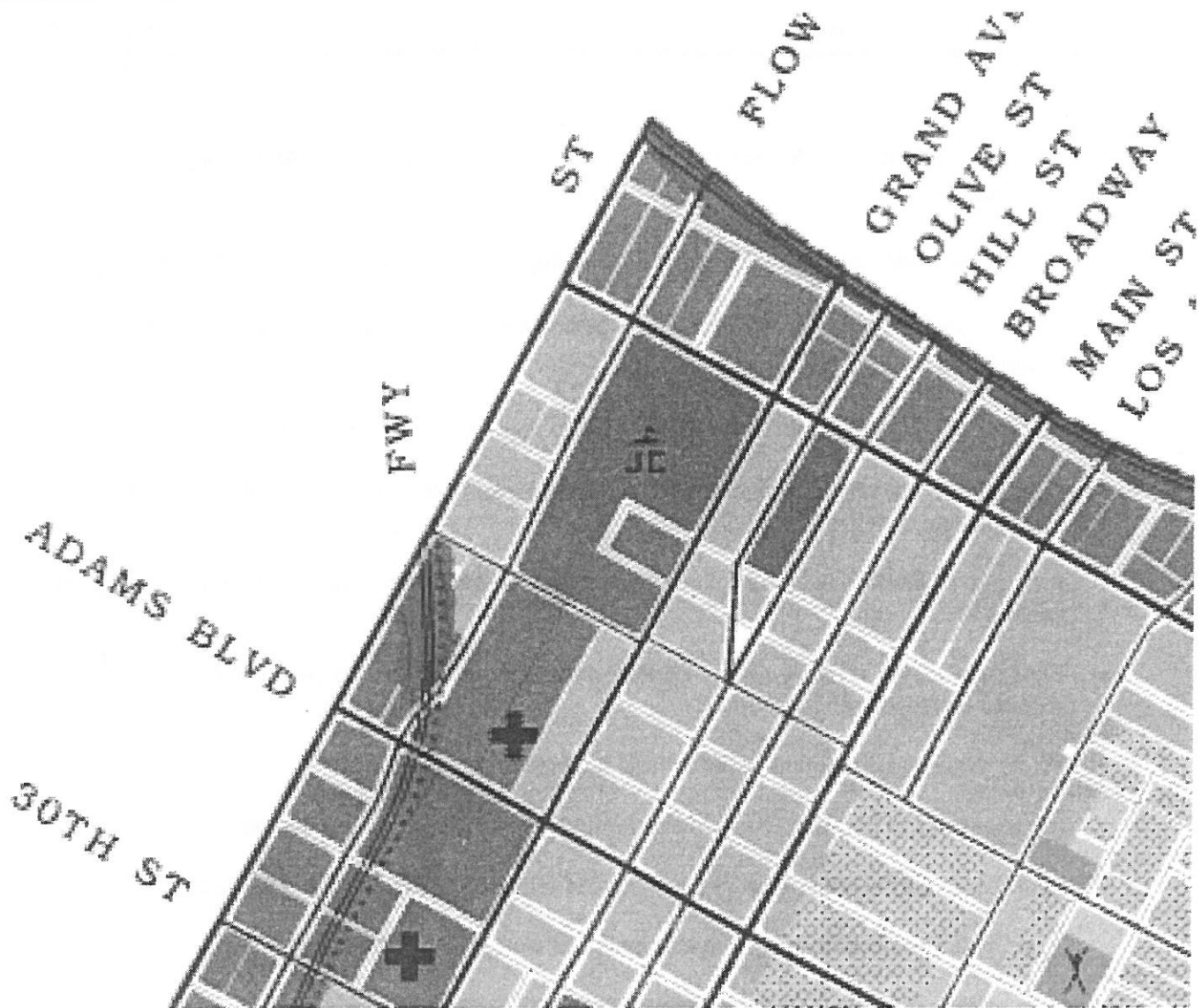
contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community. The Southeast Los Angeles CPA, which includes the Project Site, is governed by the Southeast Los Angeles Community Plan (Community Plan), adopted in March 2000. The boundaries of the Southeast Los Angeles CPA are generally the Santa Monica Freeway (I-10) to the north, Alameda Street/Central Avenue to the east, 120<sup>th</sup> Street to the south, and Figueroa Street to the west. The Community Plan was developed in the context of promoting a vision of the Southeast Los Angeles area as a community that looks at its past with pride and approaches its future with eagerness, while maintaining its individual identity through:

- 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.
- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- Maximizing the development opportunities of 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 Southeast Los Angeles Community Planning Area.

As shown in Figure IV.E-1, the Community Plan designates the Project Site for Public Facility and Limited Industrial land uses. The Community Plan does not specify height or FAR limitations for Public Facility or Limited Industrial land uses, therefore, they can be assumed to be governed by the applicable federal, State, and local ordinances. Aspects of the Community Plan vision which pertain to the Proposed Project, are discussed in Table IV.E-3, under the Project Impacts subheading below.

#### ***Council District Nine Redevelopment Plan***

The Council District Nine Corridors South of the Santa Monica Freeway Redevelopment Plan (Redevelopment Plan), adopted in December 1995, was designed to implement the Community Plan's goals for the revitalization of Council District Nine. The general boundaries of the Council District Nine Redevelopment Project (Redevelopment Project) are the Santa Monica Freeway (I-10) to the north, Alameda Street/Central Avenue to the east, 84<sup>th</sup> Street to the south, and Normandie Avenue to the west. All development within the Redevelopment Project, including both the construction of new buildings and the remodeling or expansion of existing buildings, must conform to the Redevelopment Plan. The guidelines of the Redevelopment Plan supercede those of the Community Plan in the case of conflict.



#### LAND USE

##### RESIDENTIAL

###### LOW DENSITY

LOW

###### CORRESPONDING ZONES

RESIDENTIAL, SINGLE-FAMILY

###### MULTIPLE FAMILY

LOW MEDIUM I

LOW MEDIUM II

MEDIUM

###### CORRESPONDING ZONES

RESIDENTIAL, MULTIFAMILY

RESIDENTIAL, MULTIFAMILY

MD

##### COMMERCIAL

NEIGHBORHOOD

GENERAL

COMMUNITY

COMMERCIAL, GENERAL

COMMERCIAL, GENERAL

COMMERCIAL, GENERAL

##### INDUSTRIAL

COMMERCIAL

LIMITED

LIGHT

HEAVY

COMMERCIAL

COMMERCIAL

COMMERCIAL

MD

##### OPEN SPACE, PUBLIC FACILITIES

OPEN SPACE

PUBLIC FACILITIES

OS-1

PF

Source: Los Angeles Department of City Planning, November 2003.



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Environmental Planning and Research



Figure IV.E-1  
Southeast Los Angeles Community  
Plan Land Use Designations

The Redevelopment Plan includes several goals and objectives that pertain to development of the Project Site, including:

- Job retention and generation by supporting existing employers and attracting new employers.
- Business expansion and creation of new businesses through public and private funding and business development activities.
- Stabilization and expansion of industrial areas by appropriate development incentives.
- Funding of suitable commercial development sites to promote retail, shopping and entertainment outlets in the community.
- Provision of housing for all income levels along with the preservation of existing single family housing stock.
- Expansion of job training and educational programs in addition to partnerships formed with regional institutions and resources.
- Preservation and promotion of the cultural heritage of the area.
- Improvements to transportation services through planning and implementation.
- Increases to City services through planning and implementation, including but not limited to:
  - a. police protection and community relations along with public safety;
  - b. public infrastructure repair, replacement, and maintenance;
  - c. adequate code enforcement;
  - d. development and enforcement of urban design standards;
  - e. updated community plan and zoning ordinances; and
  - f. enforcement of environmental standards and clean-up.
- Maintenance and expansion of community facilities (e.g., parks, libraries, senior and youth centers, etc.).
- Marketing and promotion of the area's attributes and desirability.

The Redevelopment Plan designates that development within the Council Nine District Redevelopment Project shall contain 40% residential, 30% industrial, 23% commercial, and 7% public uses. Guidelines for building type, size, and height, are governed by applicable federal, State, and local ordinances.

### *City of Los Angeles Planning and Zoning Code*

As shown in Figure IV.E-2, the Project Site is zoned with a combination of zoning designations set forth in the City of Los Angeles Planning and Zoning Code.

#### *Permitted Uses*

The majority of the existing main campus (the blocks bounded by Washington Boulevard to the north, Grand Avenue to the east, 23<sup>rd</sup> Street to the south, and Flower Street to the west) is zoned C2-2-O Commercial, with a very narrow strip zoned R4-2-O Multiple Dwelling along the length of the Flower Street (western) property line and a narrow strip zoned M1-2-O Limited Industrial along the length of the Grand Avenue (eastern) property line.

The existing east campus property located on the southern portion of the block bounded by Washington Boulevard to the north, Olive Street to the east, 21<sup>st</sup> Street to the south, and Grand Avenue to the west, is zoned M1-2-O. The east campus property to be acquired as part of the Proposed Project (the blocks bounded by 21<sup>st</sup> Street to the north, Olive Street to the east, 23<sup>rd</sup> Street to the south, and Grand Avenue to the west) is also zoned M1-2-O.

The C2 Zone allows any of the uses permitted in the C1.5 Limited Commercial Zone or in the C1 Limited Commercial Zone, in addition to specific uses, including trade schools (LAMC Sec. 12.14 A.35.). The R4 Zone allows any of the uses permitted in the R3 Multiple Dwelling Zone, in addition to specific uses, including schools (LAMC Sec. 12.11 A.6.). The M1 Zone allows any of the uses permitted in the MR1 Zone or the C2 Zone, which include trade schools (LAMC Sec. 12.17.6.A.2.).

#### *Density*

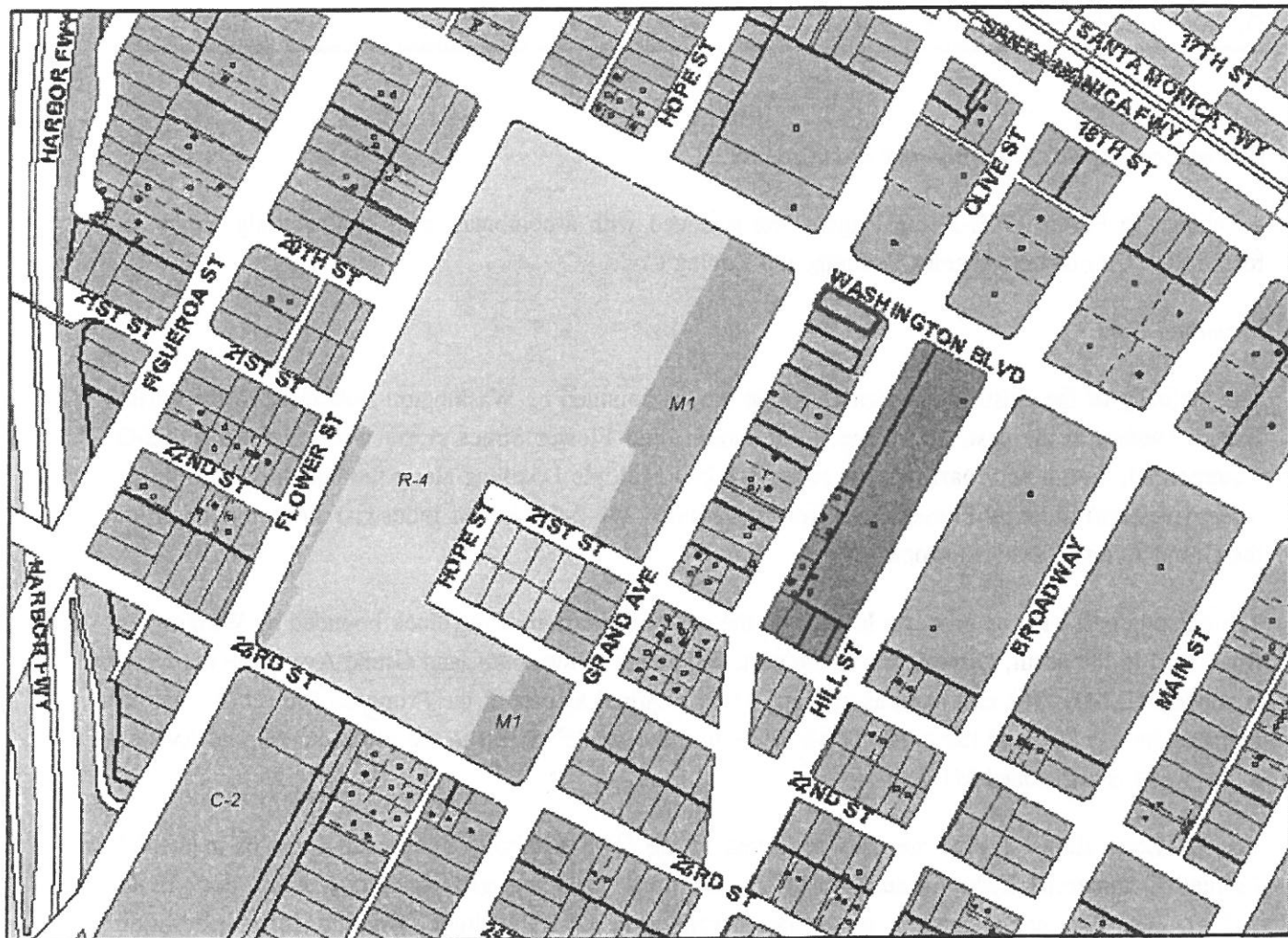
The “2” associated with all three zoning designations for the Campus refers to Height District 2, which limits the floor area of all development on each lot to a maximum of six times the buildable area of the lot, or an FAR of 6:1 (LAMC Sec. 12.21.1.A.2.).

The “O” associated with all three zoning designations for the Campus refers to the Oil Drilling District (LAMC Sec. 13.00). As the Proposed Project would not include any oil drilling activities, the limitations associated with this district would not apply.

#### *Open Space*

The C2 and the M1 Zones do not dictate minimum lot area or yard requirements for buildings used exclusively for commercial uses (LAMC Sec. 12.14.C. and Sec. 12.17.6.C., respectively). The R4 Zone requires five-foot minimum front and rear yard setbacks, a minimum lot width of 50 feet, and a minimum lot area of 5,000 square feet. There are no side yard setback requirements, assuming all ground floor uses are commercial (LAMC Sec. 12.11.C).





### Generalized Zoning

	OS
	A, RA
	RE, RS, R1, RU, RZ, RW1
	R2, RD, RMP, RW2, R3, R4, R5
	ADP, C1, C1.5, C2, C4, C5, CR, CW, LASED, WC
	CM, MR, CCS, M1, M2, M3, SL
	P, PB
	PF
	HILLSIDE

Source: ZIMAS, 2005.



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Figure IV.E  
Zoning Designations



### *Parking*

A summary of the parking supply to be provided by the Proposed Project is provided in Section IV.I. Transportation and Circulation. Pursuant to LAMC Sec. 12.21.A.4(c)(7), parking standards for trade schools are as follows:

*“Trade schools, business colleges, professional or scientific schools, music school, chiropractic school, or any similar commercial school shall provide at least one automobile parking space for each 50 square feet of floor area contained within classrooms and assembly areas or one parking space for each five fixed seats contained within classroom and assembly areas, whichever provides the greater number of parking spaces. This does not include classroom area where heavy equipment is used in conjunction with training, which shall instead provide at least one parking space for each 5,000 square feet of floor area.”*

Parking requirements based on campus-specific trip generation rates have been developed for the LATTC Campus. See Section IV.I. Transportation and Circulation for these requirements.

## **ENVIRONMENTAL IMPACTS**

### **Thresholds of Significance**

The analysis of land use impacts considers both consistency of the Proposed Project with adopted plans and policies that govern land use on the Project Site and the compatibility of proposed uses with adjacent land uses.

A significant impact related to land use compatibility would result if the interface of physical and operational characteristics of the project is found to be substantially incompatible with the surrounding land uses. The determination of compatibility is based upon a survey of land uses in the area, in combination with the analysis of the physical development, construction and operational characteristics of the project.

A significant impact related to land use plan consistency would result if a project is found to be in substantial conflict with either of the following:

- The land use designation set forth in the Community Plan or relevant zoning regulations;
- The applicable goals, policies or objectives contained within the City of Los Angeles General Plan, Southeast Los Angeles Community Plan, Council District Nine Redevelopment Plan, regional plans or other adopted City or CRA plans.

## **Project Impacts**

The Proposed Project includes both the infill and redevelopment of existing buildings on the main campus, as well as the development of existing and newly acquired property east of the main campus. Specifically, the Proposed Project introduces 1.3 million square feet of development in addition to the 850,000 square feet developed through the Five-Year Campus Plan, for a total of 2.05 million square feet of development on the Campus by the year 2034.

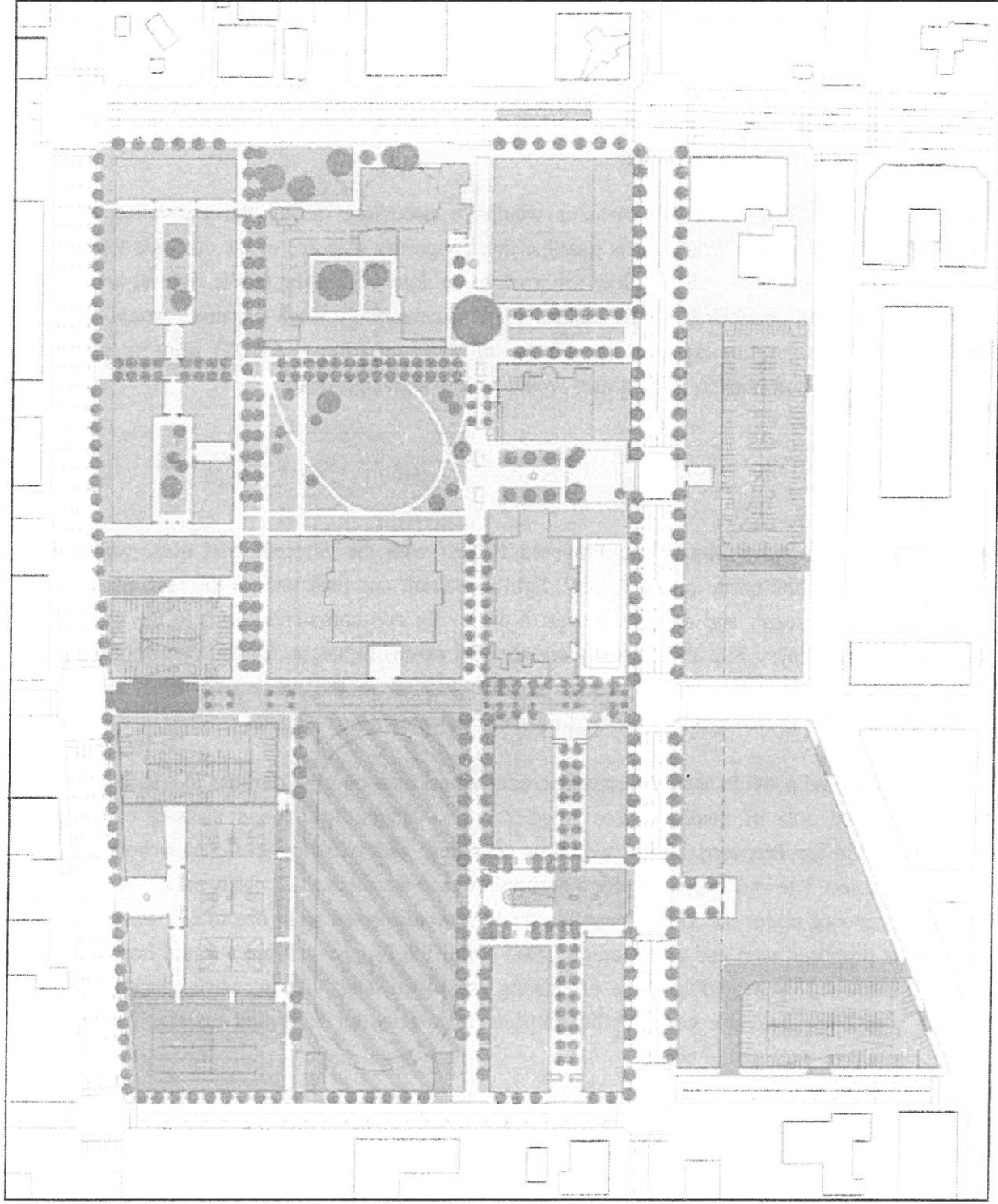
The Thirty-Year Master Plan organizes the Campus into four basic functional components: 1) Liberal Arts and Sciences on the north campus; 2) Physical Education and Recreation on the south campus; 3) Vocational Departments and Programs along both sides of Grand Avenue; and 4) Campus Services distributed along Grand Avenue and the 21<sup>st</sup> Street alignment. The north campus would become the heart of the academic life of the College. The south campus would become the focal point for recreation, athletics, and community-oriented activities. The east campus would host large-scaled vocational programs and departments. The land area of the LATTC Campus would be built out by 2034 as follows: approximately 44.5% of the campus land area would be developed with building footprints; approximately 27.3% would be composed of pedestrian areas; approximately 13.1% would be composed of landscaped areas; approximately 12.4% would be composed of physical education and recreational space; approximately 2.2% would be composed of vehicular uses; and approximately 0.5% would be composed of service areas. The Thirty-Year Master Plan - Land Use Plan is depicted in Figure IV.E-3.

New buildings proposed under the Thirty-Year Master Plan include: five- and six-story buildings on both sides of Grand Avenue dedicated to vocational programs including “life quality” arts (e.g., hospitality, fashion and other programs) and manual and high tech (e.g., manufacturing and public transportation technologies); four-story courtyard buildings dedicated to academic programs in the arts and sciences, replacing the existing “F” building on Flower Street; two new classroom and office buildings along the east side of the south quad; and a two-story three-court gym, fitness center, and new 50-meter swimming pool complex.

Major addition projects proposed under the Thirty-Year Master Plan include: a two-story addition to the south side of the Administration (“A”) building on Washington Boulevard, creating an internal courtyard; 2) four-story additions on the west and south sides of the Learning Resource Center; and a six-story addition to the “H” building at the corner of Washington Boulevard and Grand Avenue, potentially proposed for expanded culinary arts and/or hospitality facilities.

## **Construction**

Construction of the Proposed Project could cause conflicts with nearby sensitive receptors during the construction period due to temporary increases in air emissions, noise, and traffic congestion. These



Source: kpff Consulting Engineers, 2002.

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Figure IV.E-3  
Thirty-Year Master Plan - Land Use Plan

potential effects are discussed in Section IV.B. Air Quality, IV.F. Noise, and IV.I. Transportation and Circulation, respectively. Uses that are considered overtly sensitive to noise and air pollution include residences, schools, churches, hospitals and convalescent care facilities. The Project Site itself is considered a sensitive receptor, as it is an educational facility. Another sensitive receptor located within the Project Site is the Child Development Center proposed at the southeast corner of 22<sup>nd</sup> Street and Grand Avenue, as part of the Five-Year Campus Plan. The Child Development Center is expected to be in operation upon commencement of the Proposed Project. Other sensitive receptors located in the surrounding area include an orthopedic hospital, an orthopedic medical magnet high school, an adult day health care facility, and a multi-family residential building. All of these uses are located across the street from the Campus on the south side of 23<sup>rd</sup> Street. See Figure IV.B-1 in Section IV.B. Air Quality for a map of sensitive receptor locations.

While it is not anticipated that any street closures would be necessary during the excavation or construction phase of the Proposed Project, it is possible that temporary closures of the curbside lanes would be necessary during some periods to allow for work to be done within the public right-of-way. These lane closures, and the associated traffic control plans necessary for such closures, would be reviewed and approved by the Los Angeles Department of Transportation (LADOT) prior to any closures. As such, construction impacts to land uses would be less than significant.

### *Operations*

#### *Land Use Compatibility*

This section analyzes the compatibility of the Proposed Project with the adjacent land uses, which include: commercial uses to the north; public facility, light industrial, and park uses to the east; public facility, commercial, institutional, and residential uses to the south; and commercial uses to the west. Buildings surrounding the Project Site are generally one to eight stories in height. Directly north of the Project Site is the Metro Rail Blue Line "Grand" Station, located in the median of Washington Boulevard. The Project Site is also within walking distance of downtown Los Angeles.

The Proposed Project would provide new and expanded educational and job opportunities to enrich and improve an underutilized area of Southeast Los Angeles. The design, height and massing of the buildings included within the Proposed Project would be consistent with existing development both on and adjacent to the Project Site and would present a desirable image for this area. New buildings and parking structures proposed under the Thirty-Year Master Plan would range from one to six stories in height. Through its proposed uses and architectural urban form, the Proposed Project would improve the neighboring community by providing reuse of existing developed land with intensive educational uses. Thus, no significant land use compatibility impacts related to the scale and massing of the Proposed Project would be expected to occur.

### ***Consistency of Land Use Policy and Regulations***

This section analyzes the consistency of the Proposed Project with the provisions and requirements of the applicable regional and local plans that currently govern the development of the Project Site and surrounding areas.

#### ***Regional Comprehensive Plan and Guide***

The Regional Comprehensive Plan and Guide (RCPG) includes several policies which are applicable to the Proposed Project. Consistency of the Proposed Project with these policies is discussed in Table IV.E-1. As shown in Table IV.E-1, the Proposed Project would be substantially consistent with the RCPG. Therefore, in terms of consistency with the adopted RCPG, land use impacts would be less than significant.

#### ***City of Los Angeles General Plan Framework***

The General Plan Framework Long Range Land Use Diagram for South Los Angeles does not provide a land use designation specifically for the Project Site; however, the Land Use Diagram does identify nearby Regional Center and Mixed-Use Boulevard Uses. The development of the Proposed Project would bring students and staff to the Southeast Los Angeles community, who would patronize both local community and neighborhood commercial uses, as well as nearby regional centers. Furthermore, the Proposed Project, which would be substantially consistent with the zoning designations for the Project Site, would not introduce development that would be incompatible with the aforementioned uses identified in the Land Use Diagram.

Overall, the Proposed Project would introduce 1.3 million square feet of new classroom and instructional space, which would be consistent with the Southeast Los Angeles commercial and employment forecasts for the 1990-2010 period, as projected in the General Plan Framework.

Further, by providing a modern and publicly accessible vocational trade school in a central, urban location, the Proposed Project would be consistent with the General Plan Framework objectives and policies regarding urban form/neighborhood design, economic development, infrastructure/public services, and implementation programs, as shown in Table IV.E-2. Therefore, no significant impacts related to consistency with land use designations or other policies identified in the General Plan Framework are anticipated.



**Table IV.E-1**  
**Comparison Of Proposed Project Characteristics to RCPG Policies and Goals <sup>a</sup>**

Policies and Goals	Consistency of the Proposed Project
<b><u>Chapter 3 – Policies Related to Growth Management</u></b> <ul style="list-style-type: none"> <li>The population, housing and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.</li> </ul>	<p>While population and housing impacts of the Proposed Project have been determined to be less than significant and have not been further analyzed, air quality, transportation, and other sections analyzed in this EIR utilize SCAG projections and are consistent with these forecasts. As such, the Proposed Project would be consistent with this RCPG policy.</p>
<ul style="list-style-type: none"> <li>SCAG shall encourage patterns of urban development and land use which reduce costs on infrastructure and development.</li> </ul>	<p>The Proposed Project would reduce the costs of new infrastructure by redeveloping an already highly urbanized portion of Southeast Los Angeles that is largely served by existing infrastructure.</p>
<ul style="list-style-type: none"> <li>SCAG shall encourage existing or proposed local jurisdictions programs aimed at designing land uses which 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.</li> </ul>	<p>The Proposed Project, which is served by several bus lines and is located adjacent to a Metro Rail Blue Line "Grand" Station, would encourage the use of these mass transit systems. The Project Site is also within walking distance of downtown Los Angeles and of several other local commercial hubs.</p>
<ul style="list-style-type: none"> <li>SCAG shall encourage the efforts of local jurisdictions, employers, and service agencies to provide adequate training and retraining of workers, and prepare the labor force to meet the future challenges of the regional economy.</li> </ul>	<p>The Proposed Project, which would provide an expanded vocational community college, would prepare students to enter the work-force and would retrain workers to advance in the work-force. Specifically, the Thirty-Year Master Plan provides classroom and administrative space for growing fields such as technology, fashion design, and culinary arts.</p>
<b><u>Chapter 7 - Goals Related to Human Resources and Services</u></b> <ul style="list-style-type: none"> <li>Promote opportunities for all individuals to find self-sufficiency, dignity, and meaning in their work.</li> </ul>	<p>The Proposed Project, which would expand a vocational community college campus, would provide job skill training for students and workers in a wide variety of vocational fields.</p>
<ul style="list-style-type: none"> <li>Promote safe, vital communities in which cultural, educational and recreational opportunities are available and accessible to all residents.</li> </ul>	<p>The Proposed Project would improve not only the existing Campus and the new campus property under acquisition, but would also include improvements (lighting, streetscape, etc.) to bordering streets to create a safe neighborhood for students and community residents to enjoy at all hours.</p>
<ul style="list-style-type: none"> <li>Transform economically depressed communities into dynamic, successful, and healthy entities with a skilled workforce.</li> </ul>	<p>The development of the Proposed Project would bring campus-related jobs to the Southeast Los Angeles community at the same time as providing job skill training for students entering the workforce.</p>
<p><sup>a</sup> Table lists only those policies and goals that are applicable to the Proposed Project.</p> <p>Source: Southern California Association of Governments, Regional Comprehensive Plan and Guide, March 1996; and Christopher A. Joseph &amp; Associates, January 2005.</p>	

**Table IV.E-2**  
**Comparison Of Proposed Project Characteristics to General Plan Framework Policies <sup>a</sup>**

<b>Policies</b>	<b>Consistency of the Proposed Project</b>
<b><u>Chapter 5 - Urban Form and Neighborhood Design</u></b>	
<b>Policy 5.4.3</b> Locate community facilities in or near community and regional centers.	The Proposed Project would provide a community college trade school in close proximity to both local commercial centers in the Southeast Los Angeles area, as well as the regional centers in downtown Los Angeles and the South Park entertainment district.
<b>Policy 5.4.4</b> Encourage the use of community facilities for nighttime activity through the use of appropriate roadway and pedestrian area lighting.	The Proposed Project would provide expanded classroom and instructional space for both day and nighttime class and would incorporate security lighting improvements as appropriate throughout the Campus.
<b><u>Chapter 7 - Economic Development</u></b>	
<b>Policy 7.7.1</b> Expand job training programs offered in the City to more adequately address the skill requirements of existing and emerging industries.	The Proposed Project would offer administrative and instructional space for job skill training in a variety of fields, including the growing vocational art and technology fields.
<b><u>Chapter 9 - Infrastructure and Public Services</u></b>	
<b>Policy 9.33.2</b> Develop a strategy to site community facilities (libraries, parks, schools, and auditoriums) together.	The Proposed Project is located in the vicinity of an orthopedic medical magnet high school, orthopedic hospital, public park, and traffic court.
<b><u>Chapter 10 - Implementation Programs</u></b>	
<b>Policy 28</b> Review City job training programs to see if they are in alignment with realistic and appropriate job training needs in the City. Change and enhance the job training curricula in response to this review.	The Proposed Project would provide new administrative and instructional space for those jobs skills most needed in the coming years. As the buildout of the Proposed Project would take place over 30 years, the exact departments and programs which would occupy each of the proposed buildings would reflect the demands of the job market at that time.
<sup>a</sup> Table lists only those policies that are applicable to the Proposed Project. Source: City of Los Angeles Department of City Planning, General Plan Framework, August 2001; and Christopher A. Joseph & Associates, January 2005.	

### *Southeast Los Angeles Community Plan*

The Southeast Los Angeles Community Plan includes several goals and objectives, which are generally applicable to the Proposed Project. Consistency of the Proposed Project with these goals and objectives is discussed in Table IV.E-3. The main campus development under the Proposed Project would be consistent with the Public Facility land use designation, as identified in the Southeast Los Angeles Community Plan. The east campus development under the Proposed Project would not be consistent with the Limited Industrial land use designation, as identified in the Community Plan. However, as the

**Table IV.E-3**  
**Comparison Of Project Characteristics to Community Plan Visions<sup>a</sup>**

Visions	Consistency of the Proposed Project
<ul style="list-style-type: none"> <li>Improving the function, design, and economic vitality of the commercial corridors.</li> </ul>	<p>By improving several properties south of Washington Boulevard between Flower Street and Olive Street, the Proposed Project would bring educational opportunities and pedestrian activity to an area formerly characterized by industrial activities. The Proposed Project would provide a campus library, track and field, and other facilities available both to students and staff, as well as local community residents.</p>
<ul style="list-style-type: none"> <li>Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.</li> </ul>	<p>The Proposed Project would consist of buildings one to six stories in height, which would complement the surrounding development, which is generally one to eight stories in height. The Proposed Project would also conform to the existing zoning for the Project Site.</p>
<ul style="list-style-type: none"> <li>Maximizing the development opportunities of the future transit system while minimizing any adverse impacts.</li> </ul>	<p>The Proposed Project would provide for an expanded community college campus adjacent to several bus lines and the Metro Rail Blue Line "Grand" Station located to the north of the Project Site in the Washington Boulevard median.</p>
<ul style="list-style-type: none"> <li>Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improves the economic and physical condition of the Southeast Los Angeles Community Plan Area.</li> </ul>	<p>The Proposed Project would bring not only vocational educational opportunities but also an increase in jobs in Southeast Los Angeles, through faculty and staff positions on the expanded campus.</p>
<p><sup>a</sup> Table lists only those visions that are applicable to the Proposed Project.</p> <p>Source: City of Los Angeles, Southeast Los Angeles Community Plan, March 2000; and Christopher A. Joseph &amp; Associates, January 2005.</p>	

Proposed Project, would be substantially consistent with the overall vision identified in the Southeast Los Angeles Community Plan, impacts related to consistency with the Community Plan would be less than significant.

#### *Council District Nine Redevelopment Plan*

The Proposed Project would serve to implement several of the Council District Nine Redevelopment Plan goals and objectives though:

- 1) provision of new Campus employment opportunities for people of various levels;
- 2) redevelopment of an underutilized industrial area with educational uses;

- 3) provision of classroom instruction as well as job training and career-enhancing partnerships;
- 4) preservation and promotion of cultural heritage of the Council District Nine Corridor (South of the Santa Monica Freeway);
- 5) cooperation with City service improvements including, but not limited to: police protection; utility infrastructure; urban design standards; and environmental clean-up;
- 6) cooperation with LADOT transportation improvements (e.g., removal of public access at existing 21<sup>st</sup> Street/22<sup>nd</sup> Street/Grand Avenue loop, and infill of 22<sup>nd</sup> Street between Olive Street and Grand Avenue);
- 7) provision of a community trade school with library facilities and outdoor open space to serve not only students and staff but also neighboring residents; and
- 8) promotion of the desirability of the Council District Nine community.

The trade school uses planned under the Proposed Project would fall within the 7% public land use designation under the Redevelopment Plan. Furthermore, in accordance with the Redevelopment Plan, the Proposed Project would refer to applicable Planning and Zoning Code and Community Plan policies regarding permitted building type, size, and height. No significant impacts related to consistency with the Redevelopment Plan are anticipated.

#### *City of Los Angeles Planning and Zoning Code*

The Proposed Project would be consistent with the requirements of the Planning and Zoning Code as discussed, below.

#### Permitted Uses

The main campus is zoned C2-2-O, R4-2-O, and M1-2-O. The east campus blocks (both owned and to be acquired) are zoned M1-2-O. (See Figure IV.E-2.) The C2 and R4 Zones permit trade school and school uses, respectively. The M1 Zone allows for uses permitted in the C2 Zone, which permits trade school uses. With respect to permitted uses, the Proposed Project would be consistent with the Planning and Zoning Code.

#### Density

The Planning and Zoning Code permits a maximum 6:1 floor area ratio (FAR) for the entire Project Site, based on the height district limitations of all the lots incorporated in the Proposed Project.

The Project Site encompasses 32.2 acres, or approximately 1.40 million square feet, of land area. Approximately 2.05 million square feet of development would occur on the Project Site by project

buildout (2034). This would result in an overall FAR of roughly 1.54:1. Based on the expected FAR, the Proposed Project would be consistent with the applicable density requirements of the Planning and Zoning Code.

### Open Space

As illustrated in Figure II-6 in Section II. Project Description, three major open spaces would be created under the Thirty-Year Master Plan; one on the north campus; one on the south campus; and one along Grand Avenue between Washington Boulevard and 23<sup>rd</sup> Street. The north quad would anchor the academic core of the College, with six of the existing buildings forming its edges and corners. The south quad would anchor the south campus, and would be host to the new regulation size soccer field and track with rows of trees forming its eastern and western boundaries. Grand Avenue would also be bordered by rows of trees on both sides of the street.

Secondary open spaces would include: 1) the piazza leading from Grand Avenue to the northeast corner of the north quad between buildings "K" and "H"; 2) the piazza leading from Grand Avenue into the north quad between buildings "D" and "K"; 3) the 21<sup>st</sup> Street alignment providing cross-campus pedestrian and service access between Grand Avenue and Flower Street (created with the completion of the Five-Year Campus Plan); and 4) the Grand Avenue auto-court which would provide both pedestrian and vehicular access to the south quad.

Completing the open space infrastructure, the Flower Street frontage would afford more intimately scaled openings into the Campus, beginning at the north campus with three pedestrian-scaled arterials opening respectively into: the building "A" court on the north; the north flank of the north quad; and the south flank of the north quad. A large court would afford entry from Flower Street to the new physical education complex on the south campus. In addition, the courtyard provided within the expanded "A" building on the north campus would provide a secluded garden space, as well as light and air to the new classrooms and offices provided.

As the Proposed Project would not involve any residential uses, it would not be explicitly subject to any yard or lot size requirements identified in the Planning and Zoning Code. Nonetheless, the Proposed Project includes numerous open space areas throughout the Campus, as described above, and impacts would be less than significant.

### Parking

As stated previously, the Proposed Project would introduce approximately 1.3 million square feet of new development, in addition to the 850,000 square feet proposed under the Five-Year Master Plan, for a total of 2,050,000 square feet of development throughout the Campus by 2034. Based on the estimates in Table II-1 (see Section II. Project Description), building footprints would occupy approximately 44.5% of the total land area (approximately 32.2 acres) to be developed by the Campus at buildout. Many of these buildings would be devoted to classroom use, while others would provide



administrative, library, and other non-classroom space. Although precise square footages for each type of building use have not yet been developed, if all buildings located on campus were devoted to classroom use, this would total approximately 956,750 square feet (2.15 million square feet x 44.5% of total land area) of classroom facility throughout the Campus by 2034. Based on the Planning and Zoning Code parking requirements discussed previously, the Proposed Project would therefore require a total of 19,135 parking spaces (956,750 square feet x 1 space/50 square feet) to serve the campus population at buildout.

As described in Section IV.I. Transportation and Circulation, the Proposed Project would eliminate the existing on-campus parking spaces and add 1,800 new and replacement parking spaces as follows: a 500-space six-level parking structure on the southwest quad of campus fronting Flower Street, a 300-space six-level parking structure on the northwest quad of campus fronting Flower Street, a 600-space six-level parking structure on the northwest corner of 23<sup>rd</sup> Street and Olive Avenue/Hill Street, and an additional 800-spaces added to the six-level parking structure located north of 21<sup>st</sup> Street between Grand Avenue and Olive Street (part of the Five-Year Master Plan).

These parking spaces would be in addition to the 1,100 parking spaces that would be provided during the completion of the Five-Year Master Plan through the construction of a new 700-space subterranean parking garage below the track and field, and the construction of a new six-level 400-space parking structure located north of 21<sup>st</sup> Street between Grand Avenue and Olive Street. In total, the Campus would provide 3,750 parking spaces throughout the Campus, by project buildout (2034).

Although the 3,750 total proposed spaces are approximately 20% of the maximum spaces potentially required under the Planning and Zoning Code (i.e., 19,135 spaces), the Traffic Study prepared for the Proposed Project<sup>1</sup> includes a comprehensive analysis of actual parking demand on campus, based on several campus-specific assumptions (e.g., reduced trip rates due to transit line proximity) as well as comparisons with the parking demand of other community college campuses. This parking analysis, reiterated in detail in Section IV.I. Transportation and Circulation, explains that the LATTC Campus, which would provide approximately 0.176 space per student in 2034, would actually exceed the expected parking demand ratio of 0.122 spaces per student for an urban community college campus. The 3,750 spaces proposed would exceed by 1,340 the 2,410 spaces that would be required to achieve a 0.122 space per student ratio. Therefore, while the Proposed Project would require an exception to the Planning and Zoning Code for reduced parking ratios, the parking supply proposed would be more than adequate to meet the expected parking demand, and parking impacts would be less than significant.

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<sup>1</sup> Kaku Associates, *Draft Traffic and Parking Study for the Los Angeles Trade Technical College*, December 2004. See also Appendix E for the complete Traffic Study.

## CUMULATIVE IMPACTS

Cumulative land use impacts could occur if other related projects in the vicinity of the Project Site would result in land use incompatibility impacts in conjunction with the impacts of the Proposed Project. See Section III. Environmental Setting for a list of related projects (Table III-1) and a map of related project locations (Figure III-1).

Similar to the Proposed Project, all related projects would be required to implement applicable local and regional plans and policies. Related projects would be subject to local policies including those outlined in the Southeast Los Angeles Community Plan and the Council District Nine Redevelopment Plan. Related projects would also be required to conform to regional SCAG, County and City policies. Furthermore, as most of the related projects involve commercial uses, in addition to some residential, public facility, and industrial development proposals, they would be expected to provide compatible uses with the surrounding community. Assuming the related projects conform to all applicable local and regional plans, policies, and zoning, cumulative impacts related to land use would be expected to be less than significant.

## MITIGATION MEASURES

The Proposed Project is substantially consistent with all of the land use plans, policies and zoning designations for the Project Site. Beyond impacts associated with short-term and temporary construction impacts, no long-term significant land use impacts are identified. Nonetheless, implementation of the following mitigation measure would ensure that the Proposed Project would have a less-than-significant land use impact.

1. Implementation of the Proposed Project may require discretionary actions from the Los Angeles Community College District, the City of Los Angeles Department of City Planning, the Community Redevelopment Agency of the City of Los Angeles, and/or other Agencies. As such, the Project Applicant will consult with the following Agencies and/or obtain the following permits, as applicable, prior to implementation of the Proposed Project:

*Los Angeles Community College District*

- Certification of the Environmental Impact Report

*City of Los Angeles*

- Department of Building and Safety (e.g., demolition, grading, foundation, and building permits)

- Department of City Planning (e.g., Planning and Zoning Code exception for reduced parking ratio, Conditional Use Permit to allow public facility uses in the C2-2-O, R4-2-O, and M1-2-O Zones).
- Department of Public Works (e.g., permits for excavation, shoring and barricades in public ways and installation of public improvements)
- Los Angeles Department of Transportation (e.g., site plan review)
- Los Angeles Fire Department (e.g., site plan review)

*County of Los Angeles*

- Los Angeles County Sheriff Department Community College Bureau (e.g., site plan review)

*Regional Agencies*

- Regional Water Quality Control Board (e.g., National Pollutant Discharge Elimination System Permit)
- South Coast Air Quality Management District (e.g., stationary source permits)

*State of California Agencies*

- Department of General Services, Division of State Architect
- Department of Toxic Substances Control

## **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Impacts associated with zoning and land use plan consistency would be less than significant and would be further reduced with the implementation of the mitigation measure identified above.



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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### F. NOISE

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#### INTRODUCTION

##### Noise Descriptors and Definitions

Noise is generally defined as unwanted sound, and is an important factor in the quality of urban life. There are two main types of sound: ambient sound and intrusive sound. Ambient sound is background sound that aggregates all sound emissions, far and near, as received within a particular locale. Intrusive sound is greater than the ambient sound level and is generally perceived as "noise." The word "noise" conveys the psychological response of humans to the physical phenomenon of sound. Noise can also be defined as sound that causes adverse effects on people, such as hearing loss or annoyance.

Because sound (or noise) can vary in intensity by over one million times within the range of human hearing, a logarithmic loudness scale similar to the Richter Scale is used to keep sound intensity numbers at a manageable level. Since the human ear is not equally sensitive to all sound frequencies within the entire spectrum, noise levels at maximum human sensitivity (middle A and its higher harmonics) are factored more heavily into sound descriptions in a process called "A-weighting," written as dB(A). Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern sound level changes of 1 dBA when exposed to steady, single frequency ("pure tone") signals in the mid-frequency range. It is widely accepted that the average healthy ear, however, can barely perceive sound level changes of 3 dBA outside of the laboratory.<sup>1</sup> To assist the reader in understanding the various noise descriptors that are used in this section, common terms relating to noise are defined in Table IV.F-1 on page IV.F-2.

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (i.e.,  $L_{eq}$ ), or, alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL). An interior CNEL of 45 dB(A) is mandated for multiple-family dwellings in Title 24 of the California Code of Regulations, and is considered a desirable noise exposure for single-family dwelling units as well. Since standard

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<sup>1</sup> California Department of Transportation (Caltrans), *Technical Noise Supplement*, October 1998.



**Table IV.F-1**  
**Commonly-Used Terms Related To Noise**

<b>Terms</b>	<b>Definitions</b>
<b>Decibel (dB)</b>	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound level to a reference pressure (20 micro-pascals).
<b>A-Weighted Decibel (dBA)</b>	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the average human ear is between 2,000 and 4,000 cycles per second, or hertz.
<b>Equivalent Sound Level (<math>L_{eq}</math>)</b>	The sound level containing the same total energy as a time varying signal over a given time period. The $L_{eq}$ is a value that expresses the time-averaged total energy of a fluctuating sound level.
<b>Maximum Sound Level (<math>L_{max}</math>)</b>	The highest individual sound level (in dBA) occurring over a given time period.
<b>Minimum Sound Level (<math>L_{min}</math>)</b>	The lowest individual sound level (in dBA) occurring over a given time period.
<b>CNEL</b>	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. A +4.77 dBA penalty is added to noise levels during the hours of 7:00 p.m. to 10:00 p.m. A +10 dBA penalty is added to noise levels during the hours of 10:00 p.m. to 7:00 a.m.

insulation, efficiently sealed windows, and other energy conservation measures reduce exterior-to-interior noise levels by approximately 15 decibels, an exterior noise exposure of 60-65 dB CNEL is generally the noise/land use compatibility guideline for new residential dwellings in California.<sup>2</sup>

### **Regulatory Noise Environment**

The City of Los Angeles is the local agency responsible for adopting and implementing noise-related policies within its jurisdiction, which includes the Project Site. Acceptable and unacceptable noise levels associated with construction activities, roadway noise levels, and ambient noise levels all must be defined and quantified. The City of Los Angeles has numerous ordinances and enforcement practices that apply to intrusive noise and guide new construction. The City's comprehensive Noise Ordinance LAMC Sec. 111 *et seq.*) establishes sound measurement criteria, maximum ambient noise levels for different land use zoning classifications, sound emission levels for specific uses, hours of operation for certain uses, standards for determining when noise is deemed a disturbance to the peace, and legal remedies for violations. The standards are correlated with land use zoning classifications in order to

<sup>2</sup> City of Los Angeles Department of City Planning, *Noise Element of the Los Angeles City General Plan*, February 3, 1999, pages 2-2—2-5.

**Table IV.F-2  
Community Noise Exposure CNEL**

Land Use	Normally Acceptable <sup>1</sup>	Conditionally Acceptable <sup>2</sup>	Normally Unacceptable <sup>3</sup>	Clearly Unacceptable <sup>4</sup>
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 70
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging - Motels, Hotels	50 - 65	60 - 70	70 - 80	above 80
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 65
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 70
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---
<sup>1</sup> <i>Normally Acceptable:</i> Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements. <sup>2</sup> <i>Conditionally Acceptable:</i> New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. <sup>3</sup> <i>Normally Unacceptable:</i> New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. <sup>4</sup> <i>Clearly Unacceptable:</i> New construction or development should generally not be undertaken.				
Source: City of Los Angeles, Draft L.A. CEQA Thresholds Guide, May 14, 1998, page I.2-5.				

maintain identified ambient noise levels and to limit, mitigate, or eliminate intrusive noise that exceeds the ambient noise levels within a specified zone. Table IV.F-2, above, shows the noise/land use compatibility guideline for land uses within the City of Los Angeles.

In the Noise Element of the City of Los Angeles General Plan, a 60 dB CNEL exposure is considered the most desirable target for the exterior of noise sensitive land uses (i.e., "sensitive receptors"), such as homes, schools, churches, libraries, etc. It is also recognized that such a level may not always be possible in areas of substantial traffic noise intrusion. Exposures up to 70 dB for noise-sensitive uses are considered conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dB CNEL are normally unacceptable except in unusual circumstances.

New noise-sensitive land uses are generally not approved for noise environments exceeding 65 dB CNEL unless the noise exposure of any usable exterior space can be mitigated to below 65 dB.<sup>3</sup> In many older residential areas, especially near freeways, noise levels in excess of 65 dB CNEL are common.

## ENVIRONMENTAL SETTING

### Local Noise Environment

The Project Site is located within the highly-developed, urban environment of downtown Los Angeles. Traffic is the principle source of noise in the area, particularly buses, as several public transit lines pass by the Project Site, including 30 lines operated by the Los Angeles County Metropolitan Transportation Authority (LACMTA). Another important source of noise is a light rail transit (LRT) line operated by the LACMTA (i.e., the Blue Line) that runs adjacent to the Project Site along Washington Boulevard. The Grand Station on Washington Boulevard is directly adjacent to the Project Site between Flower Street and Grand Avenue. The Project Site is largely surrounded by commercial and light-industrial land uses. Day-to-day operation of such land uses also contributes to the ambient noise level.

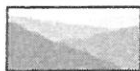
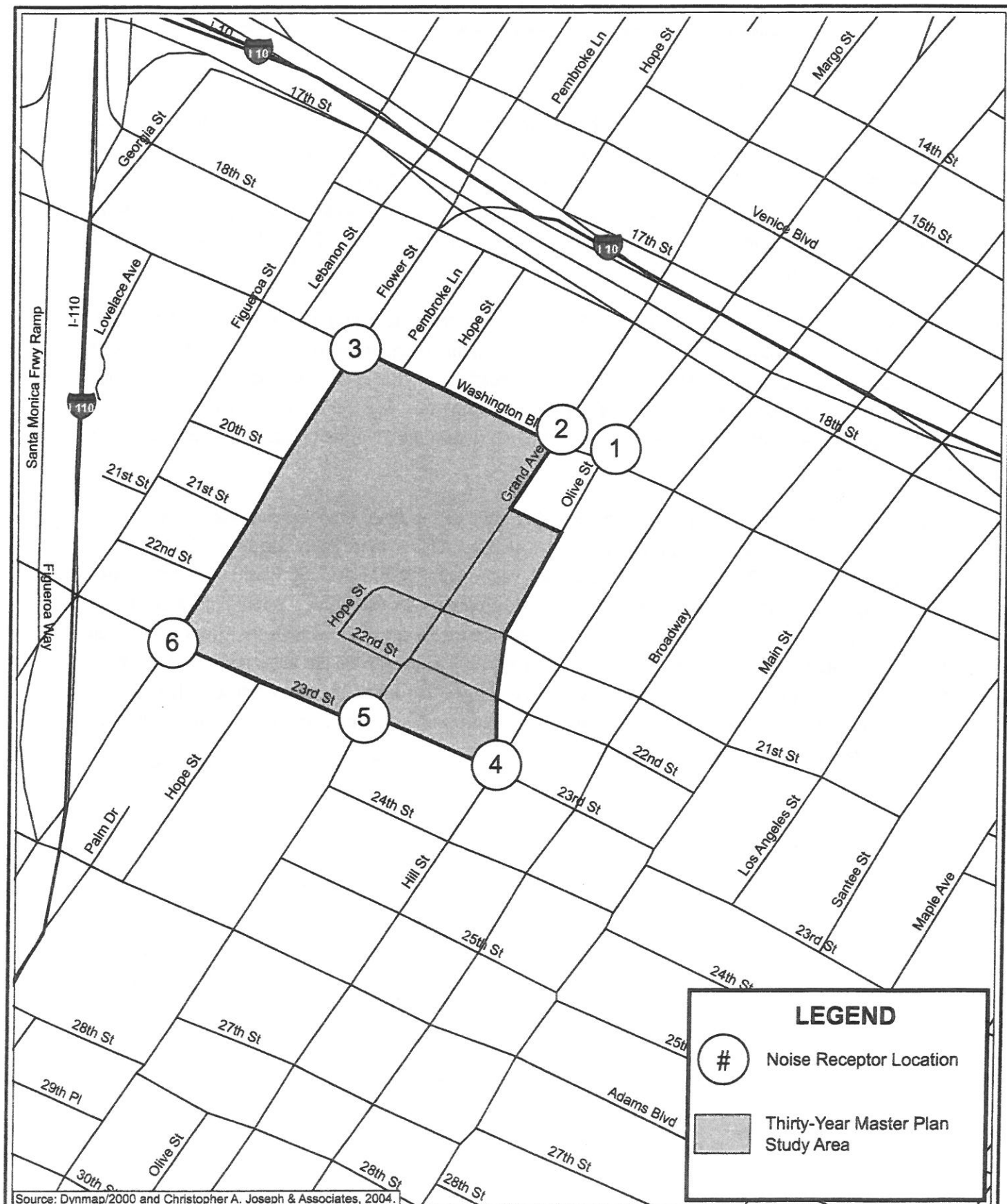
The Project Site itself is considered a sensitive receptor, as it is an educational facility. The Project Site also includes a proposed Child Development Center on the southern side of Grand Avenue and 22<sup>nd</sup> Street, across from the proposed main entrance to the Campus. The Child Development Center is part of the Five-Year Campus Plan, and will be in operation upon commencement of the Proposed Project. Besides on-site educational facilities and the proposed future Child Development Center, other sensitive receptors located in the immediate project vicinity include a multi-family residence, a hospital facility, and an associated magnet high school campus, all located on the south side of 23<sup>rd</sup> Street.

To establish baseline noise conditions within the vicinity of the Project Site, existing noise levels were documented by taking noise measurements at six study intersections (i.e., "receptor locations"), as identified in Figure IV.F-1.<sup>4</sup> Since noise in the project area is largely due to traffic, receptor locations were placed directly adjacent to major roadways in the vicinity. This represents a "worst case scenario," since noise levels at these locations are likely to be the loudest contributors to the surrounding ambient noise environment. Noise Receptor Locations 1-3 are located near the northern portion of the Project Site, adjacent to Washington Boulevard and the Blue Line corridor. Noise Receptor Locations 4-6 are located near the southern portion of the Project Site, adjacent to 23<sup>rd</sup> Street.

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<sup>3</sup> California Housing and Urban Development (HUD) Guidelines.

<sup>4</sup> Noise levels were recorded using a Larson Davis (LD) Model 820 Sound Level Meter (SLM). The LD 820 SLM is a combination Type 1 precision integrating sound level meter and statistical data logger, meeting the requirements of the American National Standards Institute (ANSI) S1.4 and S1.25 standards for Type 1 accuracy.



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Environmental Planning and Research



**Figure IV.F-1**  
**Noise Receptor Location Map**

At each location, the noise meter was placed on a tripod approximately five to ten feet from the roadway curb, and measurements were taken at 15-minute intervals. Measurements were taken between 8:00 and 9:16 a.m., to record the ambient noise levels during the a.m. peak hour commute period. Due to the a.m. peak hour constraint and the number of locations that were monitored, measurements were conducted on two days: Tuesday, September 28, 2004 (Locations 1-3); and Wednesday, September 29, 2004 (Locations 4-6).

As shown in Table IV.F-3 and Graph IV.F-1,  $L_{eq}$  levels at the Receptor Locations range from 69.8 dBA at the northeast corner of Flower Street and 23<sup>rd</sup> Street (Location 6) to 76.8 dBA at the northeast corner of Washington Boulevard and Olive Street (Location 1). Receptor Location 6 has an  $L_{eq}$  value that falls in the "Conditionally Acceptable" range for school uses (see Table IV.F-2, above), while the remaining Receptor Locations have  $L_{eq}$  values that fall within the "Normally Unacceptable" range for school uses.

The results of the noise measurements indicate that the existing noise environment around the Project Site is exceptionally loud, even for a typical urban setting. This is most likely due to the Project Site's close proximity to the Blue Line. The loudest  $L_{eq}$  values were recorded along Washington Boulevard, particularly at Receptor Locations 1 and 2, which are closest to the Blue Line. According to timetables provided by the LACMTA, southbound and the northbound routes pass through the Grand Station on Washington Boulevard at 15 minute intervals, on average.<sup>5</sup> However, as the noise measurements were taken during the peak morning commute hour, it is estimated that trains passed by Receptor Locations 1 and 2 approximately six and five times, respectively, during the durations of the noise measurements, leading to recorded  $L_{max}$  events over 90 dBA.

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<sup>5</sup> LACMTA, *Metro Bus and Rail Timetables*, website: [http://www.mta.net/riding\\_metro/bus\\_overview/bus\\_rail.htm](http://www.mta.net/riding_metro/bus_overview/bus_rail.htm), December 22, 2004.

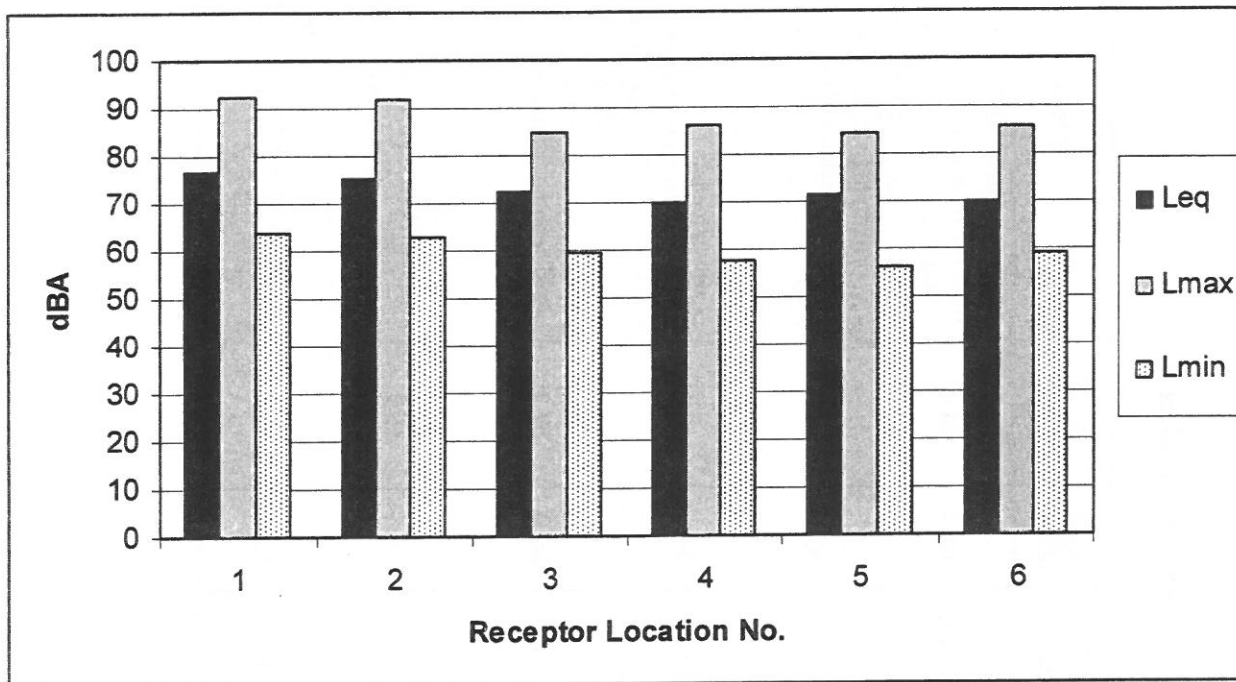


**Table IV.F-3**  
**Ambient Noise Levels in the Vicinity of the Project Site**

Receptor Location No.	Location	Date	Start/Stop Times	Duration (min)	$L_{eq}$ (dBA)	$L_{max}$ (dBA)	$L_{min}$ (dBA)	Site Observations
1	NE corner of Washington Bl. & Olive St.	9/28/04	8:20 a.m. - 8:35 a.m.	15	76.8	92.3	63.6	- Approximately 10 ft. from a bus stop and 20 ft. from the Blue Line. - High pedestrian activity due to nearby public transit facilities and McDonalds
2	SW corner of Washington Bl. & Grand Ave.	9/28/04	8:42 a.m. - 8:57 a.m.	15	75.2	92.1	62.7	- Approximately 20 ft. from the Blue Line. - High pedestrian activity, esp. students walking directly past meter (in front of main campus entrance)
3	SE corner of Washington Bl. & Flower St.	9/28/04	9:01 a.m. - 9:16 a.m.	15	72.4	84.6	59.4	- Flower St. is 1-way, less traffic than other nearby streets - Less pedestrian traffic than Locations 1 and 2, nearby campus entrance is not main entrance
4	NW corner of Olive St./Hill St./23 <sup>rd</sup> St. intersection	9/29/04	8:18 a.m. - 8:33 a.m.	15	70.0	86.0	57.7	- Many buses on Olive St., Hill St., and 23 <sup>rd</sup> St. - Less pedestrian traffic than Locations 1 and 2, nearby campus entrance is not main entrance
5	NW corner of Grand Ave. & 23 <sup>rd</sup> St.	9/29/04	8:36 a.m. - 8:51 a.m.	15	71.2	84.5	56.2	- Many buses on 23 <sup>rd</sup> St. - Less pedestrian traffic than Locations 1 and 2, nearby campus entrance is not main entrance
6	NE corner of Flower St. & 23 <sup>rd</sup> St.	9/29/04	8:55 a.m. - 9:10 a.m.	15	69.8	85.9	59.2	- Less pedestrian traffic than Locations 1 and 2, nearby campus entrance is not main entrance

Source: Christopher A. Joseph & Associates, September 2004.

**Graph IV.F-1**  
**Ambient Noise Levels in the Vicinity of the Project Site**



## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

Based on criteria established in the City of Los Angeles' *Draft L.A. CEQA Thresholds Guide*, the standards listed below are used for determining the significance of construction-related and operational noise impacts.

### Construction Noise

A project would normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed ambient exterior noise levels by 10 dBA or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or

Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at anytime on Sunday.

In addition, Section 112.05 of the Los Angeles Municipal Code (LAMC) specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from construction and industrial machinery is prohibited. However, the above noise limitation does not apply where compliance is technically infeasible (Section 112.05, LAMC). Technically infeasible means that compliance with the above noise limitation cannot be achieved despite the use of mufflers, shields, sound barriers, and/or any other noise reduction device or techniques during the operation of the equipment. An inability to reduce construction equipment noise exposure to 75 dBA or less at any off-site noise-sensitive use would be considered a significant temporary noise impact.

### ***Operational Noise***

A project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level 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 (as defined in Table IV.F-2), or any 5 dBA or greater increase.

## **Project Impacts**

### ***Construction Noise Impacts***

Noise from construction activities includes noise from demolition activities, grading, excavation, and facility construction. The Proposed Project would involve a systematic reorganization and renovation of the existing LATTC Campus, building upon the various improvements and open space areas created and initiated as part of the Five-Year Campus Plan. Construction noise can be disruptive to on-site and neighboring land uses if measures are not taken to limit the intensity and duration of noise exposure during construction activities. Typical outdoor construction noise levels that can be anticipated during various stages of the construction process are depicted in Table IV.F-4. As shown in Table IV.F-4, typical outdoor construction noise levels at a distance of 50 feet from the source can range from 78 dBA  $L_{eq}$  to 89 dBA  $L_{eq}$  without any noise-attenuating devices (e.g., mufflers, sound walls, etc.). With the use of mufflers, typical construction-related noise levels can range from 77 dBA  $L_{eq}$  to 86 dBA  $L_{eq}$  at a distance of 50 feet from the source.

**Table IV.F-4**  
**Typical Outdoor Construction Noise Levels**

Construction Phase	Noise Level (dBA $L_{eq}$ )	
	At 50 Feet (dBA $L_{eq}$ )	At 50 feet with Mufflers (dBA $L_{eq}$ )
Ground Clearing/Demolition	84	82
Excavation, Grading	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86
Source: EPA, <i>Noise from Construction Equipment and Operations, Building Equipment and Home Appliances</i> , PB 206717, 1971.		

As previously discussed, there are several off-site sensitive receptors in the vicinity of the Project Site, south of 23<sup>rd</sup> Street. In addition, because the Proposed Project involves the expansion and renovation of an existing community college facility, which would remain in operation during the anticipated 30-year construction period, the Project Site itself is considered a sensitive receptor. The LATTC Child Development Center that would be constructed as part of the Five-Year Campus Plan would be in operation during the construction phase of the Proposed Project is also identified as a sensitive receptor. On-site sensitive receptors, including various educational facilities and the Child Development Center, could be located within 50 feet of an active construction site at one or more times during the proposed construction phase. Off-site receptors are located more between 80 and 100 feet away from proposed construction areas. Therefore, potentially significant short-term noise impacts to sensitive receptors could occur as a result of construction activities.

Due to the use of construction equipment during the construction phase, the Proposed Project would expose students, professors, administrators, visitors, and children on the Project Site to increased ambient exterior noise levels comparable to those listed above in Table IV.F-4. As shown in Table IV.F-4, outdoor noise levels at on-site sensitive receptors 50 feet from the noise source could range from 77 dBA to 86 dBA with the use of noise-attenuating devices.<sup>6</sup> Since current ambient exterior noise levels at the Project Site have been determined to be between 69.8 dBA and 76.8 dBA  $L_{eq}$  (see Table IV.F-3), this could potentially represent a 5-17 dBA increase from current ambient exterior noise levels. Therefore, potentially significant short-term noise impacts would occur with respect to the thresholds listed above. However, construction of the Proposed Project would occur only between the hours of 7:00 a.m. and 9:00 p.m. on Monday through Friday, between 8:00 a.m. and 6:00 p.m. on

<sup>6</sup> Standard insulation, efficiently sealed windows, and other energy conservation measures would reduce exterior-to-interior noise levels by approximately 15 dBA, yielding indoor noise levels of 62 dBA to 71 dBA at on-site sensitive receptors 50 feet from the noise source.

Saturday, and not at all on Sunday. In addition, noise attenuation reductions of up to 25 dBA can be achieved by closing windows in classrooms adjacent to or in close proximity to active construction sites. Furthermore, the Proposed Project would implement all feasible noise-attenuating techniques, such as constructing temporary barrier walls around all active construction sites. Such noise-attenuating techniques would particularly focus on reducing construction noise impacts to the Child Development Center (see Mitigation Measures below). As a result, short-term construction noise impacts would be mitigated to a less-than-significant level.

### **Operational Noise Impacts**

#### **Traffic**

During the Proposed Project's operational phase, noise would primarily be generated by Project-related traffic. The Proposed Project's mobile noise impacts were assessed based on the a.m. peak hour traffic volumes for existing (2004) "Base Conditions," future cumulative buildout-year (2034) "Without Project" conditions, and future cumulative buildout-year (2034) "With Project" conditions (see Section IV.I. Transportation and Circulation). The expected net increases in ambient noise levels at each monitored intersection upon completion of the Proposed Project in 2034 are shown in Table IV.F-5.<sup>7</sup> As can be seen in Table IV.F-5, project traffic would not increase the ambient noise level ( $L_{eq}$ ) at any intersection by more than 5 dBA. In fact, the net increase at each location is less than 0.1 dBA, which is considered imperceptible to the human ear. Project impacts to the surrounding noise environment from mobile noise sources would therefore be less than significant.

**Table IV.F-5**  
**Proposed Project Noise Impacts**

No.	Location	Existing $L_{eq}$	Cumulative 2034 $L_{eq}$ w/out Project <sup>a</sup> (dBA)	Cumulative 2034 $L_{eq}$ with Project (dBA)	Net Change (dBA)	Significant Impact
1	Washington Bl. & Olive St.	76.8	78.07	78.00	-0.1	No
2	Washington Bl. & Grand Ave.	75.2	76.76	76.77	0.0	No
3	Washington Bl. & Flower St.	72.4	73.37	73.37	0.0	No
4	Olive St./Hill St. & 23 <sup>rd</sup> St.	70.0	71.83	71.83	0.0	No
5	Grand Ave. & 23 <sup>rd</sup> St.	71.2	73.20	73.20	0.0	No
6	Flower St. & 23 <sup>rd</sup> St.	69.8	70.77	70.68	-0.1	No

<sup>a</sup> See Appendix D for analysis methodology and calculation worksheets.  
Source: Christopher A. Joseph & Associates, December 2004.

<sup>7</sup> See Appendix D for analysis methodology and calculation worksheets.



### *On-Site Activities*

Newly constructed buildings would contain rooftop mechanical equipment and heating, ventilation, and air conditioning (HVAC) units and exhaust fans in order to provide cooling and ventilation within the structures. Neighboring properties would be shielded from the rooftop units by parapet screens, and, in accordance with the City of Los Angeles Noise Ordinance, silencers would be specified at all air exhausts and inlets as required. In addition, nighttime noise limits would be applicable to any equipment items required to operate between the hours of 10:00 p.m. and 7:00 a.m. With the incorporation of these design features, potential noise impacts from such structures would be less than significant.

In addition, as part of the operational impacts of the Thirty-Year Master Plan, continued use of the athletic field would occur. As part of the Five-Year Campus Plan the athletic field will be rotated in a north-south alignment as opposed to the current east-west alignment along 23<sup>rd</sup> Street. The future use of the proposed athletic field would include generalized student activities, intramural athletic events and practices, and could include ceremonial events such as graduations. Representative noise levels for intramural athletic events at similar school setting indicate noise levels would be on the order of 61 dBA, at 50 feet from the edge of the athletic field. For comparative purposes, a representative noise recording at a private school softball game (at another facility) with an attendance of 25 players and 50 spectators revealed noise levels of 60.9 dBA at 50 feet from the edge of the athletic field. Such noise levels are below the 69 dBA ambient noise levels recorded in this general area (at Flower Street and 23<sup>rd</sup> Street). Additionally, noise generated by activities on the athletic field and bleachers would be further reduced as the field will be oriented in an east-west direction and the source of noise would not be directly oriented towards adjacent sensitive uses along 23<sup>rd</sup> Street. Therefore, noise levels from athletic events would be less than significant.

### **CUMULATIVE IMPACTS**

The predicted future year (2034) ambient noise levels presented in this analysis with and without the Proposed Project are based on cumulative traffic conditions, which already take into account expected development of related projects identified in the surrounding area. As shown in Table IV.F-5, noise levels at monitored intersections would all be expected to increase less than 0.1 dBA with development of the Proposed Project (as compared to cumulative conditions without the Proposed Project), an increase so slight that is not perceptible to the human ear. Therefore, cumulative impacts to the surrounding environment would be less than significant.

### **MITIGATION MEASURES**

#### **Construction**

During the construction phase of the Proposed Project, the following mitigation measures shall be incorporated to reduce short-term construction noise impacts to on-site sensitive receptors:

1. The Project Applicant shall comply with construction hours specified by the LAMC Noise Ordinance, Chapter IV, Section 41.40, which prohibits construction before 7:00 a.m. or after 9:00 p.m. on Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday or any national holiday, and at anytime on Sunday.
2. All construction equipment shall be equipped with the manufacturers' recommended noise muffling devices, such as mufflers and engine covers. These devices shall be kept in good working condition throughout the construction process.
3. The perimeter of each active construction area shall be enclosed with a temporary barrier wall for security and noise protection purposes. This barrier wall shall consist of a solid, heavy vinyl material or ¾-inch plywood positioned to block direct line of sight from the active construction areas and on-site sensitive uses, including all educational facilities and the Child Development Center.
4. The Project Applicant shall prepare a construction-related traffic plan detailing proposed haul routes and staging areas for the transportation of materials and equipment, with special consideration paid to maximizing the distance between haul routes/staging areas and the on-site Child Development Center. A traffic and parking plan for the construction phase shall be submitted for approval by LADOT.
5. A construction activity plan shall be developed and submitted to the Director of the Child Development Center prior to any construction activities planned within 100 feet of the Child Development Center. The Construction Activity Plan shall include a coordinated construction activity schedule to ensure exceptionally loud construction activities (i.e., above 80 dBA for a sustained period) occur at times when children are indoors to reduce children's exposure to excessive construction noise levels.

### **Operation**

No potentially significant impacts were identified for the operational phase of the Proposed Project. Therefore, no mitigation measures are required.

### **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Noise impacts related to both the construction and operational phases of the Proposed Project would be less than significant.



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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### G. PUBLIC SERVICES

#### 1. POLICE PROTECTION

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#### ENVIRONMENTAL SETTING

##### Los Angeles Sheriffs Department

Primary police protection is provided to the LATTC Campus by the Los Angeles County Sheriff Department's (LASD) Community College Bureau (CCB). The CCB provides contract policing and security services to all nine community college campuses located within the Los Angeles Community College District, including the LATTC Campus. Each of the nine campuses within the CCB has its own LASD substation, staffed with sheriff personnel who provide primary security services for each campus. The LASD substation on the LATTC Campus is centrally located within Building D, at the corner of 21<sup>st</sup> Street and Grand Avenue.

The LATTC LASD substation is staffed with contracted LASD personnel who provide round-the-clock police protection services for the entire Campus. The staff include Los Angeles County Sheriff Deputies and Los Angeles County Sheriff Security Officers. Los Angeles County Sheriff Security Officers undergo training with the Los Angeles County Sheriff's Academy. They are classified under 832 PC as security officers. They provide 24 hour, seven-day-a-week security coverage for the Campus and off-site satellite facilities. Their primary objective is to provide a safe and secure campus environment for students, faculty and staff. They work with the Los Angeles County Sheriff Deputies and local jurisdictions in identifying crime and ways to improve the campus quality of life. An additional resource for the Department is the Student Sheriff Cadet Program. Student Sheriff Cadets are student workers who assist the Campus LASD substation. Security officers and cadets continuously patrol the Campus by foot, bicycle, and vehicle 24 hours a day, 365 days a year.

Past annual crime statistics for the LATTC Campus indicate a crime rate below the District-wide CCB average of 5.23 crimes per 1,000 students enrolled, with the occurrence of approximately 4.93 crimes for each 1,000 students enrolled at the LATTC Campus during 2003.<sup>1</sup> The crimes most often committed on the LATTC Campus consist of larceny, burglary, and vehicle theft. Table IV.G.1-1 presents crime statistics for the LATTC Campus, compared with District-wide CCB statistics, for 2003.

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<sup>1</sup> Los Angeles County Sheriffs Department, 2003 Crime and Arrest Statistics, Community College Bureau, website: <http://www.lasd.org/sites/yir9600/yir2003/220.pdf>, January 20, 2005.

**Table IV.G.1-1**  
**2003 Part I<sup>a</sup> Crime Statistics for LATTC Campus and CCB District-wide**

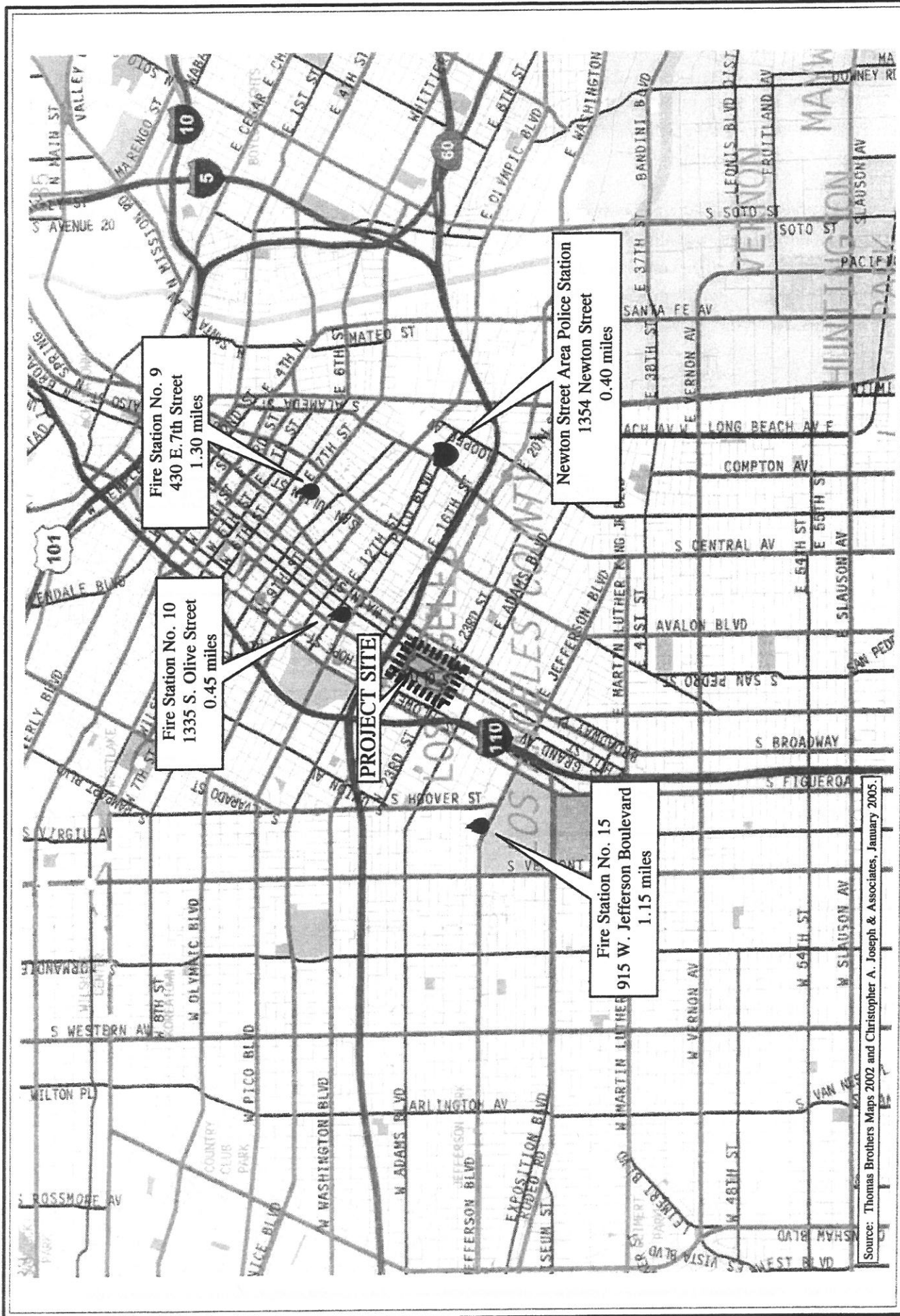
Crime Type	Number Of Part I Crimes Committed	
	LATTC (Enrollment 15,000)	Community College Bureau District-wide (Enrollment 120,000)
Rape	0	0
Homicide	0	0
Arson	0	1
Robbery	3	13
Aggravated Assault	4	20
Vehicle Theft	8	66
Burglary	36	111
Larceny	23	630
<b>Total Part I Crimes</b>	<b>74</b>	<b>841</b>
<sup>a</sup> Part I crimes include rape, homicide, larceny, burglary, robbery, vehicle theft, aggravated assault, and arson. Source: Los Angeles County Sheriffs Department, 2003 Crime and Arrest Statistics, Community College Bureau, website: <a href="http://www.lasd.org/sites/yir9600/yir2003/220.pdf">http://www.lasd.org/sites/yir9600/yir2003/220.pdf</a> , January 20, 2005.		

### Los Angeles Police Department

Police protection immediately surrounding the Campus is provided by the City of Los Angeles Police Department (LAPD). The area surrounding the Project Site is located within the jurisdiction of LAPD's Central Bureau, which encompasses 66.85 square miles and serves a population of approximately 964,732 people in downtown Los Angeles. Police stations located within the Central Bureau jurisdiction include the Central Area, Rampart, Hollenbeck, Northeast, and Newton Community Police Stations.

As shown in Figure IV.G.1-1, the nearest LAPD police station to the Project Site is the Newton Community Police Station, located at 3400 South Central Avenue, approximately 1.4 miles east of the Project Site. The Newton Area approximate boundaries are Washington Boulevard and 7<sup>th</sup> Street to the north, the Los Angeles River to the east, Florence Avenue to the south, and the Harbor Freeway (SR-110) to the west. The Newton Community Police Station serves the following neighborhoods: Produce/North-End Business District, Fashion District, South Park District, and Pueblo Del Rio Housing Development.





Source: Thomas Brothers Maps 2002 and Christopher A. Joseph & Associates, January 2005

The LAPD has a preferred response time of 7.0 minutes to emergency calls.<sup>2</sup> The Newton Community Police Station currently staffs 290 sworn officers and 28 civilian support staff, and serves a community of approximately 150,000 persons.<sup>3</sup>

Past annual crime statistics for the Newton Area indicate a crime rate below the citywide average of 46 crimes per 1,000 persons, with the occurrence of approximately 41 crimes for each 1,000 persons during 2003.<sup>4</sup> The crimes most often committed in the Newton Area consist of aggravated assault, vehicle theft, and robbery. Table IV.G.1-2 presents crime statistics for the Newton Area, compared with Citywide LAPD statistics, for 2003.

**Table IV.G.1-2**  
**2003 Part I<sup>a</sup> Crime Statistics for Newton Area and LAPD Citywide**

Crime Type	Number Of Part I Crimes Committed	
	Newton Area (Population 153,569)	LAPD Citywide (Population 3,937,690)
Rape	22	1,134
Homicide	34	515
Larceny	116	75,823
Burglary	160	24,820
Robbery	202	16,484
Vehicle Theft	226	33,410
Aggravated Assault	639	30,263
<b>Total Part I Crimes</b>	<b>1,399</b>	<b>182,449</b>

<sup>a</sup> Part I crimes include rape, homicide, larceny, burglary, robbery, vehicle theft, and aggravated assault.  
Source: Los Angeles Police Department, 2003 Statistical Digest, website: [http://www.lapdonline.org/pdf\\_files/digest/2003/2k3\\_digest.pdf](http://www.lapdonline.org/pdf_files/digest/2003/2k3_digest.pdf), January 18, 2005.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

Impacts on police protection services would be significant if an increase in population and building area would result in a substantial need for additional police services, equipment or facilities. The adequacy

<sup>2</sup> Written correspondence from Gary J. Brennan, Commander, Los Angeles Police Department, February 12, 2002.

<sup>3</sup> Los Angeles Police Department, Newton Community Police Station Online, website: <http://www.lapdonline.org>, January 18, 2005.

<sup>4</sup> Los Angeles Police Department, 2003 Statistical Digest, website: [http://www.lapdonline.org/pdf\\_files/digest/2003/2k3\\_digest.pdf](http://www.lapdonline.org/pdf_files/digest/2003/2k3_digest.pdf), January 18, 2005.

of police protection is based on a number of factors, including officer-to-population ratio, land use type, response time, crime rate, and LASD/LAPD's judgment of project needs (anticipated crime rate and required police activity level) in the area.

## **Project Impacts**

### ***Construction***

With relation to LASD access during construction, the Proposed Project would have the potential to adversely affect emergency access for sheriff personnel due to on-campus street closures and other restricted access zones at various locations and at various times and durations during the buildout of the Thirty-Year Master Plan. However, sheriff personnel would be alerted to the construction schedules and proposed road closures prior to construction activities. In addition, construction site security features such as locked entrances and fencing, would serve to minimize the potential for on-site construction-related crime. Due to the temporary and intermittent duration of construction, the notification of sheriff personnel, and the central location of the LASD substation on-site, construction-related impacts to LASD services would be less than significant.

With relation to LAPD access during construction, all construction activities under the Proposed Project would occur within property already owned or to be acquired by the Campus. Therefore, off-site construction impacts would be primarily limited to increased traffic levels from construction worker and construction truck trips. However, these trips would generally occur during off-peak hours, would be primarily freeway oriented, and would be temporary and intermittent. (See Section IV.I. Transportation and Circulation, for a more detailed discussion of temporary construction-related traffic impacts.) As shown in Figure IV.G-1, the Newton Community Police Station is located within 1.4 miles of the Project Site and police officers generally respond to sites throughout the Newton Area without the use of nearby freeways, whether they are responding from the station or responding from their patrol cars. As such, construction of the Proposed Project would not be expected to significantly impact LAPD access in the surrounding area.

### ***Operation***

The Proposed Project would result in the buildout and densification of the Project Site, including the construction of several new academic and administrative buildings, four new multi-level parking structures, as well as recreational, pedestrian, and access improvements by the year 2034. New classroom buildings would provide space for fashion and design, culinary arts, and vocational arts and technologies. Specific details related to building size, uses, locations, and designs are discussed in detail in Section II. Project Description.

The Proposed Project would not increase the population on campus above that already projected under the Five-Year Campus Plan. As a result, the number of police needed to provide security for the Campus would not be expected to increase over time due specifically to the development of the Proposed Project.

Nonetheless, responses to larceny, burglary, and vehicle theft on-site, as well as aggravated assault, vehicle theft, and robbery off-site would be anticipated to escalate, to some degree, as a result of the increase in on-site activity and increased traffic on adjacent streets and arterials. To increase security on campus, the LASD would be expected to recruit additional personnel, including officers, deputies, and cadets, to provide a greater presence throughout the Campus. Specifically, additional officers may provide increased security in proposed parking garages, additional deputies may address traffic violations, and additional cadets may serve as security personnel for various campus facilities (i.e., the College bookstore).

Furthermore, as part of the Proposed Project, an on-site Security Plan would be developed and implemented by the Campus to minimize the potential for on-site crime and reduce demands upon the LASD and LAPD. While a detailed Security Plan has not yet been finalized, it is anticipated that such a plan would be developed in consultation with the LASD substation, the LAPD, and LADOT (for any portion pertaining to access) as part of the final site plan review process. Such a Security Plan may include some or all of the following components:

- Parking garages shall be fitted with emergency features such as closed circuit television (CCTV) or emergency call boxes that would provide a direct connection with the on-site LASD emergency response system;
- Lighting throughout the Campus and the parking garages shall meet or exceed security lighting guidelines. Security lighting shall incorporate the following:
  - Entryways, hallways, stairs, elevators, locker rooms, service areas, and parking areas shall be well illuminated and shall minimize dead space to eliminate areas of concealment;
  - Full cut-off fixtures shall be incorporated, which minimize glare and provide downward and inward lighting to maximize visibility;
- Lockable doors shall be provided on all entryways, locker rooms, classrooms, offices, and storage facilities;
- Alarms shall be installed at all entryways and ancillary structures;
- Maximum access for emergency service personnel and vehicles into each structure shall be assured, and the onsite LASD substation and Newton Community Police Station Commanding Officers shall be provided with detailed diagram(s) of the Project Site, including access routes and any information that would facilitate sheriff/police response.

Future traffic conditions could result in decreased LAPD initial response times for calls in the area surrounding the Project Site. As indicated in Section IV.I. Transportation and Circulation, at project buildout (2034) eight of the 15 analyzed intersections in the project area would be expected to operate



at unacceptable levels of service (LOS E or F) during one or both of the peak hours. The Proposed Project would have a significant effect on the intersection of Washington Boulevard and Grand Avenue, which would operate at LOS E and F during the morning and afternoon peak hours, respectively, with the development of the Proposed Project. However, the analysis indicates that in 2034 the same eight intersections would be operating at unacceptable levels of service even in the absence of the Proposed Project.

To reduce impacts related to emergency access, the Proposed Project includes a Service and Emergency Access Plan, as identified in Section II. Project Description. As shown in Figure II-7, the Proposed Project would increase emergency access through the removal of the 21<sup>st</sup> Street/22<sup>nd</sup> Street loop that currently allows public access to the center of campus from Grand Avenue. This loop would be replaced with a new east-west roadway at 21<sup>st</sup> Street providing through access for emergency vehicles only from Grand Avenue to Flower Street. The Service and Emergency Access Plan also provides for a new north-south roadway providing through access for emergency vehicles only from Washington Boulevard to 23<sup>rd</sup> Street. An additional internal emergency roadway would circle the north quad and Learning Resources Center. These roadways would allow LASD, LAPD, and other emergency vehicles to traverse the Campus without being detained by heavy traffic on Washington Boulevard, Grand Avenue, and other congested surrounding streets.

The Proposed Project would merge the two lower blocks on the east campus through the infill of 22<sup>nd</sup> Street, to create one block bound by 21<sup>st</sup> Street to the north, Olive Street to the east, 23<sup>rd</sup> Street to the south, and Grand Avenue to the west, which would provide new vocational arts and technologies classroom space as well as a new multi-level parking garage. This newly formed block would allow for emergency access from all four surrounding streets, as well as an internal roadway (between the proposed parking structure and the proposed vocational arts and technologies building), providing additional emergency access.

Due to the low crime rate on campus, the required preparation of a campus Security Plan, the incremental increase in project-traffic on impacted intersections, and the construction of new emergency access roadways, impacts related to police services would be expected to be less than significant with the implementation of the Proposed Project. Nonetheless, additional mitigation measures are included below to further ensure that the Proposed Project would have a less-than-significant impact on police services.

## CUMULATIVE IMPACTS

The development of the related projects identified in Section III. Environmental Setting may create additional demands for police services in the study area, which could result in an adverse cumulative impact. However, the Proposed Project receives primary police response from onsite security provided by the LASD Community College Bureau, and as such, would not be expected to significantly tax those police services provided by the LAPD in the surrounding areas. Furthermore, the development of



related projects would be subject to review and approval by the LAPD on a case-by-case basis. As such, the extent of cumulative impacts would be considered less than significant.

## **MITIGATION MEASURES**

The following mitigation measures are recommended to ensure that an adequate level of police protection would serve the Proposed Project:

1. Plot plans and building plans shall be filed with the LASD substation and the LAPD Newton Community Police Station Commanding Officers for review and comment. Plans shall include proposed access routes, floor plans, evacuation routes, and any additional information that might facilitate prompt and efficient police response.
2. Security features shall be provided on the construction site(s), such as fencing and locked entrances.
3. The Campus Landscape Plan shall be designed and implemented in a manner that minimizes cover and deadspace areas for persons tampering with doors or windows, or for persons lying in wait for pedestrians or parking garage users.
4. Additional lighting shall be installed where appropriate as determined in consultation with the LASD/LAPD.
5. A Security Plan shall be developed and implemented in consultation with the LASD/LAPD. Security features may include but are not limited to implementation of a surveillance system, installation of locks and alarms on entryways where appropriate, security and parking lot lighting, and maximum accessibility for emergency service personnel. The Security Plan shall be reviewed by the LASD, LAPD, and any provisions pertaining to access shall be subject to review by the LADOT. A copy of the completed Security Plan shall be provided to the LASD substation and the LAPD Newton Community Police Station Commanding Officers.
6. Construction permits shall be obtained, if required by the City, where the proposed access roadways meet the public right-of-way.
7. The LASD substation and LAPD Newton Community Police Station Commanding Officers shall be notified of project construction activities, schedules, and temporary changes to campus emergency access routes.
8. Upon certificate of occupancy, final Building Plans shall be filed with the LASD substation and LAPD Newton Community Police Station Commanding Officers. Said Plans shall identify all entry/egress points into each structure to facilitate access in the event of an emergency situation.

## **LEVEL OF IMPACT AFTER MITIGATION**

Impacts related to police services would be less than significant. With implementation of the mitigation measures identified above, impacts to police services would be further reduced.



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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### G. PUBLIC SERVICES

#### 2. FIRE PROTECTION

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##### ENVIRONMENTAL SETTING

Fire protection services for the Project Site and surrounding area are provided by the Los Angeles City Fire Department (LAFD). These services are provided as directed by the Fire Protection and Prevention Plan, an element of the General Plan of the City of Los Angeles. The Fire Protection and Prevention Plan is intended to act as a guide to City departments, other government agencies, developers, and the public at-large for the construction, maintenance, and operation of fire protection facilities in the City and establishes standards for the distribution, design, construction and location of fire protection facilities including systems incorporated into private developments. These standards specify fire-flow criteria, minimum distances to fire stations, public and private hydrant specifications and location criteria, and access provisions for fire fighting vehicles and personnel. The LAFD has fire stations at the following locations for initial response service to the Project Site:

**Fire Station No. 10**

Task Force<sup>1</sup> (Truck and Engine Company), Paramedic Ambulance, EMT Ambulance<sup>2</sup>  
1335 South Olive Street  
Staffing – 14  
Miles from Project Site – 0.45

**Fire Station No. 9**

Task Force (Truck and Engine Company), Paramedic Ambulance  
430 East 7<sup>th</sup> Street  
Staffing – 13  
Miles from Project Site – 1.30

**Fire Station No. 15**

Task Force (Truck and Engine Company), Paramedic Ambulance, EMT Ambulance  
915 West Jefferson Boulevard  
Staffing – 14  
Miles from Project Site – 1.15

Fire station locations are shown in Figure IV.G.1-1. The above mileage figures represent estimated response distances from each fire station to the intersection of Washington Boulevard and Grand

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<sup>1</sup> A Task Force consists of a Truck Company and an Engine Company, with a total of 10 personnel. A Truck Company includes two vehicles: a truck (i.e. a vehicle with a 100-foot aerial ladder apparatus) and an engine (i.e. a vehicle with a pump). An Engine Company consists of one vehicle: an engine.

<sup>2</sup> EMT's provide basic first aid and medical services. Most LAFD personnel are EMT qualified.

Avenue, at the northeast corner of the Project Site. Actual mileage into other areas of the Project Site would vary slightly. The adequacy of fire protection for a given area is based on required fire-flow, response distance 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 of water necessary for fire protection varies with the type of development, life hazard, occupancy and 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. The required fire flow for the Project Site would be between 6,000 and 12,000 GPM, from four to six hydrants flowing simultaneously. The exact fire flow requirements for the Project Site would be determined by the LAFD prior to construction. Required response distances are dependent upon required fire-flow. Based on a required fire-flow of 6,000 to 9,000 GPM, the first-due Engine Company should be located within one mile, and the first-due Truck Company should be located within 1.5 miles. Based on a fire flow of 12,000 GPM, the first-due Engine Company should be located within 0.75 mile and the first-due Truck Company should be located within one mile.<sup>3</sup>

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The Proposed Project would have a significant impact on fire services if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain adequate fire protection services.

### Project Impacts

#### *Construction*

With relation to LAFD access during construction, the Proposed Project would have the potential to adversely affect emergency access for fire personnel due to on-campus street closures and other restricted access zones. There would also be a potential for temporary water service disruption during construction activities. All construction activities under the Proposed Project would occur within property already owned or to be acquired by the Campus. Therefore, off-site construction impacts would be primarily limited to increased traffic levels from construction worker and construction truck trips. However, these trips would generally occur during off-peak hours, would be primarily freeway oriented, and would be temporary and intermittent. (See Section IV.I. Transportation and Circulation, for a more detailed discussion of temporary construction-related traffic impacts.) Furthermore, as shown in Figure IV.G.1-1, Fire Station No. 10, which houses a Task Force (both an Engine and Truck Company) is within 0.45 mile of the Project Site and two additional fire stations are located within 1.5

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<sup>3</sup> Los Angeles Municipal Code, Chapter V, Division 7, Sec. 57.09.06.



miles of the Project Site. Fire and emergency vehicles can generally respond to sites throughout the project area without the use of nearby freeways. As such, LAFD emergency response times would not be significantly impacted by construction traffic associated with the Proposed Project.

### *Operation*

The Proposed Project would result in the buildout and densification of the Project Site, including the construction of several new academic and administrative buildings, four new multi-level parking structures, as well as recreational, pedestrian, and access improvements by the year 2034. New classroom buildings would provide space for fashion and design, culinary arts, and vocational arts and technologies. Specific details related to building sizes, uses, locations, and designs are discussed in detail in Section II. Project Description.

The Proposed Project would not increase the population on campus above that already projected under the Five-Year Campus Plan. As a result, the number of LAFD staff needed to provide fire protection services for the Campus would not be expected to increase over time due specifically to the development of the Proposed Project. Furthermore, the Proposed Project would be developed in accordance with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles.

As stated above, the exact fire flow requirements for the Project Site would be determined by the LAFD prior to construction of the Proposed Project. Appropriate hydrologic pressure testing would also be required to confirm the adequacy of the fire lines prior to construction. Assuming the maximum possible required fire flow of 12,000 GPM from four to six fire hydrants, the Project Site would continue to be within the maximum required distance from both an Engine Company (0.75 mile radius) and a Truck Company (one mile radius). As a result, the LAFD's service response distance to the Project Site would continue to be considered adequate, and would not result in a significant impact.

Future traffic conditions could result in decreased LAFD initial response times for calls within and surrounding the Project Site. The LAFD considers intersections that operate in excess of capacity as decreasing the level of fire protection and emergency services that can be provided by the Department. As indicated in Section IV.I. Transportation and Circulation, at project buildout (2034), eight of the 15 analyzed intersections in the project area would be expected to operate at unacceptable levels of service (LOS E or F) during one or both of the peak hours. The Proposed Project would have a significant effect on the intersection of Washington Boulevard and Grand Avenue, which would operate at LOS E and F during the morning and afternoon peak hours, respectively, with the development of the Proposed Project. However, the analysis indicates that in 2034 the same eight intersections would be operating at unacceptable levels of service even in the absence of the Proposed Project.

To reduce impacts related to emergency access, the Proposed Project includes a Service and Emergency Access Plan, as identified in Section II. Project Description. As shown in Figure II-7, the Proposed

Project would increase emergency access through the removal of the 21<sup>st</sup> Street/22<sup>nd</sup> Street loop that currently allows public access to the center of campus from Grand Avenue. This loop would be replaced with a new east-west roadway at 21<sup>st</sup> Street providing through access for emergency vehicles only from Grand Avenue to Flower Street. The Service and Emergency Access Plan also provides for a new north-south roadway providing through access for emergency vehicles only from Washington Boulevard to 23<sup>rd</sup> Street. An additional internal emergency roadway would circle the north quad and Learning Resources Center. These roadways would allow LAFD and other emergency vehicles to traverse the Campus without being detained by heavy traffic on Washington Boulevard, Grand Avenue, and other congested surrounding streets.

The Proposed Project would merge the two lower blocks on the east campus through the infill of 22<sup>nd</sup> Street, to create one block bound by 21<sup>st</sup> Street to the north, Olive Street to the east, 23<sup>rd</sup> Street to the south, and Grand Avenue to the west, which would provide new vocational arts and technologies classroom space as well as a new multi-level parking garage. This newly formed block would allow for emergency access from all four surrounding streets, as well as an internal roadway (between the proposed parking structure and the proposed vocational arts and technologies building), providing additional emergency access.

Due to the acceptable response distance to the nearest fire station, the incremental increase in project-traffic on impacted intersections, and the construction of new emergency access roadways, impacts related to fire services would be expected to be less than significant with the implementation of the Proposed Project. Nonetheless, additional mitigation measures are included below to further ensure that the Proposed Project would have a less-than-significant impact on fire protection services.

## **CUMULATIVE IMPACTS**

The development of commercial, residential, and industrial related projects could create an additional demand on LAFD resources, including increased staffing for existing facilities, additional fire protection facilities, and the relocation or expansion of present fire protection facilities in the study area, which could result in an adverse cumulative impact. All of the identified related projects would be subject to review and approval by the LAFD and/or other responsible agencies on a case-by-case basis. The extent of cumulative impacts would therefore be considered less than significant.

## **MITIGATION MEASURES**

The following mitigation measures are recommended to ensure that an adequate level of fire protection would serve the Proposed Project:

1. Construction permits shall be obtained, if required by the City, where the proposed access roadways meet the public right-of-way.

2. The LAFD shall be notified of project construction activities, schedules, and temporary changes to campus emergency access routes.
3. Development of the Proposed Project shall comply with all LAMC Building and Fire Code requirements for construction, access, water mains, fire flows, and hydrants, as applicable.
4. The Proposed Project shall be subject to all specific fire and life safety requirements for the construction phase identified by the LAFD during the building fire plan check.
5. Every building constructed shall be accessible to fire department apparatus by way of access roadways. All portions of the first story exterior wall of all proposed buildings shall be within 150 feet of an existing roadway or a new roadway shall be constructed within 150 feet.
6. Prior to construction, the LAFD shall be contacted to determine adequate fire flow rates for the Proposed Project. Fire flows shall be based on the size of buildings, their relationship to other structures, property lines, fire hydrants, and type of construction material.

#### **LEVEL OF IMPACT AFTER MITIGATION**

Impacts related to fire services would be less than significant. With implementation of the mitigation measures identified above, impacts to fire services would be further reduced.



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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### H. UTILITIES

#### 1. ENERGY CONSERVATION

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##### INTRODUCTION

The Project Site is currently developed with a 15,000-student vocational community college campus that is served by existing infrastructure. The Proposed Project involves buildout of the Campus over a 30-year period. While student enrollment would not increase above that projected under the Five-Year Campus Plan (approximately 21,300 students), the Proposed Project would introduce new buildings, infrastructure, parking, and recreational facilities. For a more detailed discussion of the Proposed Project's characteristics, see Section II. Project Description.

As discussed under Section II. Project Description, the Proposed Project has been designed so as to incorporate those guidelines identified in the *Sustainable Building- Principles, Standards, and Process* adopted by the District in 2002.<sup>1</sup> The guidelines apply to new buildings (occupied) over 7,500 square feet and to renovation projects where the building code requires upgrades throughout the structure. Through its Leadership in Energy and Environmental Design (LEED)<sup>TM</sup> Rating System, the U.S. Green Building Council has established sustainable building measurement criteria for major renovations and new construction. To achieve LEED<sup>TM</sup> certification, the Proposed Project must achieve a minimum of 26 LEED<sup>TM</sup> points, which can be accomplished through the efficient use of water, energy, and building materials as well as through the application of practices that improve indoor environmental quality. Furthermore, specific energy conservation targets have been established for both major renovation and new construction projects. The targeted energy efficiency is to exceed Title 24 by 20 percent for new construction projects and 10 percent for major renovation projects.

##### ENVIRONMENTAL SETTING

###### Electricity

Electrical utility service is currently provided to both the Project Site and the surrounding locale by the City of Los Angeles Department of Water and Power (LADWP).

Electricity is consumed for a variety of uses on campus, including: classroom and office lighting and cooling; outdoor/security lighting; and electricity associated with classroom instruction (e.g., for operating equipment, etc.). Furthermore, the subterranean parking structure and the new and expanded buildings proposed as part of the Five-Year Campus Plan include several new and expanded cooling

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<sup>1</sup> *Los Angeles Community College District, Sustainable Building – Principles, Standards, and Process, March 6, 2002. Includes proposed amendment to Section III, Sustainable Standards – New Construction, June 19, 2002.*



towers (electricity consuming), which are expected to be in operation before the construction of the Proposed Project would begin. As shown in Table IV.H.1-1, assuming that the Campus' existing conditions include the development outlined in the Five-Year Campus Plan, approximately 9,817,500 kilowatt hours (kWh) of electricity are consumed annually on the Project Site by the existing campus uses.

**Table IV.H.1-1  
Existing Electricity Consumption**

Development	Size (sf)	Consumption Rate (kWh/sf/year) <sup>a</sup>	Annual Consumption (kWh)
<b>Existing Development</b>			
Five-Year Campus Plan	850,000 sf	11.55	9,817,500
<b>Total Daily Electricity Consumption</b>			<b>9,817,500</b>
<sup>a</sup> Based on SCAQMD, CEQA Air Quality Handbook, 1993. Source: Christopher A. Joseph & Associates, January 2005.			

## Natural Gas

The Southern California Gas Company (SGC) provides natural gas to the City of Los Angeles through existing gas mains located under the streets and public right-of-ways. As a public utility, SGC is under the jurisdiction of the California Public Utilities Commission (PUC), but can also be affected by actions of federal regulatory agencies. Should these agencies take any action that affects gas supply or the conditions under which service is available, gas service would be provided in accordance with those revised conditions.

The State of California produces about 16 percent of the natural gas it uses. The remaining 84 percent is obtained from sources outside of the state: 46 percent from the Southwest; 28 percent from Canada; and 10 percent from the Rocky Mountain area. In the last ten years three new interstate gas pipelines were built to serve California, expanding the over one million miles of existing pipelines.<sup>2</sup> However, the availability of natural gas is based upon present conditions of gas supply and regulatory policies.

SGC currently provides natural gas service to the Campus. Natural gas is currently consumed by the Campus for water heating and boiler operation in campus buildings. Furthermore, the subterranean parking structure and the new and expanded buildings proposed as part of the Five-Year Campus Plan, include several new and expanded boiler units (natural gas consuming), which are expected to be in operation before the construction of the Proposed Project would begin. As shown in Table IV.H.1-2, assuming that the Campus' existing conditions include the development outlined in the Five-Year Campus Plan, approximately 20,400,000 cubic feet (cf) of natural gas is consumed annually on the Project Site.

<sup>2</sup> California Energy Commission, Summary of California Energy, website: [www.energy.ca.gov/html/calif\\_energy\\_facts.html](http://www.energy.ca.gov/html/calif_energy_facts.html), January 18, 2005.

**Table IV.H.1-2  
Existing Natural Gas Consumption**

Development	Size (sf)	Consumption Rate (cf/sf/month) <sup>a</sup>	Annual Consumption (cf)
<b>Existing Development</b>			
Five-Year Campus Plan	850,000 sf	2.0	20,400,000
<b>Total Annual Natural Gas Consumption</b>			<b>20,400,000</b>
<sup>a</sup> Based on SCAQMD, CEQA Air Quality Handbook, 1993. All Campus development assumed to use natural gas consumption rate for office uses. Source: Christopher A. Joseph & Associates, January 2005.			

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

Implementation of a project would create a significant impact upon electricity or natural gas resources if its demand for electricity or natural gas cannot be served by existing infrastructure and/or supply.

### Project Impacts

#### *Short-Term Energy Consumption*

Energy would be consumed during the demolition, excavation, site preparation, and construction phases of the Proposed Project for grading and materials transfer by heavy-duty equipment, which is usually diesel powered. As the Proposed Project would take place over a 30-year period, it is only possible to provide estimates of the type of construction equipment that would be used. At this time, it is expected that the heavy equipment involved in the demolition, excavation, site preparation, and construction phases of the Proposed Project would include crawler-excavators, loaders, bulldozers, graders, water trucks, street sweepers, tractors, cranes, and fork lifts. In addition, dump trucks would be used to haul excavated earth and building material to disposal sites throughout the construction period. As described in Section IV.H.4. Solid Waste and Disposal, it is estimated that the Proposed Project would generate as much as approximately 850 tons of debris per year throughout the construction phase.<sup>3</sup> Construction worker travel to and from the Project Site would also result in the additional consumption of vehicular unleaded fuel during the construction period. In total, the Project Site would result in an increased demand for electricity, natural gas, and other energy sources over the 30-year construction period. Although the exact demand cannot be quantified at this time, it is expected that technological advances over time would reduce the energy consumption rates and impacts would be assumed to be less than significant.

<sup>3</sup> Based on 21 working days per month, or 252 working days per year.

### ***Long-Term Energy Consumption - Electricity***

Electrical service to the Campus would continue to be provided by LADWP's existing distribution system with transformation to the Campus' utilization voltage to take place on the Project Site. The Proposed Project would include the replacement and/or updating of most of the Campus' existing electricity-consuming facilities. While the Proposed Project would not increase the number of students attending classes, the Proposed Project would increase the total number of electricity-consumptive facilities located on-site. Specifically, new facilities that would increase the quantity of electricity consumed by the Campus would include: four new multi-parking structures requiring nighttime lighting; a new gymnasium and fitness center replacing the existing gym; new vocational arts and technologies buildings on the east campus requiring lighting and possibly the use of power tools; new classrooms on the main campus, along Flower Street, and along Grand Avenue. Furthermore, all new and expansion of existing buildings would require new or expanded cooling towers. All of these improvements and additions would increase the number of electricity-using facilities on the site, thereby increasing the Campus's total electricity consumption by a corresponding amount.

The Thirty-Year Master Plan builds upon the various campus improvements and organizational and programmatic changes that are proposed as part of the Five-Year Campus Plan. As such, the analytical methodology used to determine the Proposed Project's future electricity consumption is based on the assumption that the various physical and programmatic changes proposed as part of the Five-Year Campus Plan are completed prior to the initiation of the Proposed Project. As shown in Table IV.H.1-3, the Campus' electricity consumption would be anticipated to increase by approximately 13,986,000 kWh per year upon buildout of the Thirty-Year Master Plan. This estimate accounts for a reduction of approximately 1,029,000 kWh per year for the existing industrial uses that would be acquired and demolished as part of the Thirty-Year Master Plan.

**Table IV.H.1-3**  
**Proposed Project Electricity Consumption**

Development	Size	Consumption Rate (kWh/sf/year) <sup>a</sup>	Total Annual Consumption (kWh)
<b>Proposed Project</b>			
Five-Year Campus Plan (Existing)	850,000 sf	11.55	9,817,500
Thirty-Year Master Plan (New)	1,300,000 sf	11.55	15,015,000
Less Existing Industrial Uses	98,000 sf	10.50	-1,029,000
<b>Total Proposed Project Electricity Consumption (kWh)</b>			<b>23,803,500</b>
<b>Total Thirty-Year Master Plan Net Increase (kWh)</b>			<b>13,968,000</b>
<sup>a</sup> Based on SCAQMD, CEQA Air Quality Handbook, 1993. Source: Christopher A. Joseph & Associates, January 2005.			

It is likely that the electrical infrastructure included in the Proposed Project would exhibit an increase in energy efficiency when compared to the existing facilities. This assumption is based upon the

development of energy conservation standards established by the California Energy Commission under Title 24; standards which were not in place when the Campus was first constructed. Furthermore, the Proposed Project has been designed to achieve a minimum of 26 points necessary to meet LEED™ (Leadership in Energy and Environmental Design) certification. This would be accomplished through the efficient use of water, energy, and building materials as well as through the application of practices that improve indoor environmental quality. Specifically, the Proposed Project design would include several sustainable building principles related to energy conservation, including the following:

- The targeted energy efficiency is to exceed Title 24 by 20 percent for new construction project and 10 percent for major renovation projects.
- Planted roofs or “cool roof systems” would be utilized to insulate buildings and reduce cooling needs.
- Tree canopies on the west and south side of buildings would be used to cool them, reducing air conditioning needs.
- Permeable paving materials would be used in parking areas and pathways when possible. These materials would include decomposed granite, porous asphalt or unit pavers set on permeable base material.
- Recycled materials (e.g. asphalt and concrete) would be used in future construction, such as future paving. Commercially available materials include site furniture composed of recycled plastics.
- Reduction of Heat Island Effect<sup>4</sup> on buildings, mechanical cooling systems and paved areas would be achieved through tree plantings that create shade from the sun during warm periods of the day.

As stated previously, however, the additional number of electricity-consumptive uses to be contained within the Proposed Project would offset any reduction in electricity use associated with improved infrastructure. The ability of LADWP’s regional infrastructure to deliver the peak electrical requirement to the Project Site would not be expected to be severely affected by implementation of the Proposed Project. However, the precise number, size, and locations of any new necessary transformer stations, as well as details concerning LADWP’s planned distribution system cannot be determined until LADWP has evaluated the electrical load estimates and service requirements for the Proposed Project. If improvements to the local distribution system are determined to be necessary by LADWP in order to serve the Proposed Project, they would be required to be implemented prior to project completion. It is

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<sup>4</sup> The term heat island refers to urban areas air and surface temperatures that are higher than nearby rural areas due to the replacement of natural land cover with pavement, buildings, and other infrastructure. U.S. EPA, Heat Island Effect, website: <http://www.epa.gov/heatisland/about/index.html>, January 24, 2005.

expected that such improvements could be made with minimal impact upon the surrounding land uses. All property owners would be notified in advance if temporary electricity outages are expected. Impacts to electricity infrastructure would be less than significant.

While the Proposed Project would implement energy conservation practices described above, the extent of energy conservation and efficiency cannot be calculated with any degree of certainty. As such, this estimate should be considered conservative from a long-range planning perspective. From a regional energy management planning perspective, LADWP estimates long-range energy demands based on buildout of the City's General Plan, consistent with the density of development permitted within the respective underlying zoning districts. The Proposed Project site encompasses 32.2 acres, which has an underlying allowable FAR of six times the buildable lot area. As such, the theoretical density use for energy supply planning projections is approximately 8.4 million square feet of development, which is well above the approximate 2.15 million square feet that would be developed upon buildout of the Thirty-Year Master Plan. Accordingly, the Proposed Project's increase in electricity demand could be accommodated within the context of regional energy supplies and impacts to electricity availability would be less than significant.

#### ***Long-Term Energy Consumption - Natural Gas***

With the development of the Proposed Project, natural gas would continue to be provided to the Project Site by the Southern California Gas Company from existing facilities in the vicinity of the site. While the Proposed Project would not increase the number of students attending classes, the Proposed Project would increase the total number of natural gas-consuming facilities located on-site. Specifically, new facilities that would increase the quantity of natural gas consumed by the Campus would include several new and expansions to existing offices and classrooms requiring heating, and a new pool (increased in size) requiring heating. All of these improvements and additions would increase the number of gas-using facilities on the site, thereby increasing the site's total natural gas consumption by a corresponding amount.

The Thirty-Year Master Plan builds upon the various campus improvements and organizational and programmatic changes that are proposed as part of the Five-Year Campus Plan. As such, the analytical methodology used to determine the Proposed Project's future natural gas consumption is based on the assumption that the various physical and programmatic changes proposed as part of the Five-Year Campus Plan are completed prior to the initiation of the Proposed Project. As shown in Table IV.H.1-4, the Campus' natural gas consumption would be anticipated to increase by approximately 27,742,560 cf per year upon buildout of the Thirty-Year Master Plan. This estimate accounts for a reduction of approximately 3,457,440 cf per year for the existing industrial uses that would be acquired and demolished as part of the Thirty-Year Master Plan.



**Table IV.H.1-4**  
**Proposed Project Natural Gas Consumption**

Development	Size	Consumption Rate(cf/sf/month) <sup>a</sup>	Total Annual Consumption (cf)
<b>Proposed Project</b>			
Five-Year Campus Plan (Existing)	850,000 sf	2.0	20,400,000
Thirty-Year Master Plan (New)	1,300,000 sf	2.0	31,200,000
Less Existing Industrial Uses	98,000 sf	2.94	-3,457,440
<b>Total Proposed Project Natural Gas Consumption (cf)</b>			<b>48,142,560</b>
<b>Total Thirty-Year Master Plan Net Increase (cf)</b>			<b>27,742,560</b>
<sup>a</sup> Based on SCAQMD, CEQA Air Quality Handbook, 1993. All Thirty-Year Master Plan development assumed to use office natural gas consumption rate. Source: Christopher A. Joseph & Associates, January 2005.			

For the purposes of this analysis, it has been assumed that the natural gas currently consumed on-site would continue to be used for the same purposes under the Proposed Project. The additional ancillary structures would slightly increase the use of natural gas on the site. Since development of the Proposed Project would include the replacement and/or modernization of much of the gas delivery infrastructure, as well as new gas-utilizing fixtures, it has been assumed that the natural gas infrastructure under the Proposed Project would exhibit an increase in energy efficiency when compared to the existing facilities. This assumption is based upon the development of energy conservation standards established by the California Energy Commission under Title 24; standards which were not in place when the Campus was first constructed. However, it is likely that the additional number of gas-consumptive uses to be contained within the Proposed Project would more than offset any reduction in the use of natural gas to be associated with the installation of improved infrastructure.

The ability of the SGC's regional infrastructure to deliver the peak natural gas requirement to the site would not be expected to be severely affected by implementation of the Proposed Project. However, if off-site gas delivery system improvements are determined to be necessary by SGC in order to serve the Proposed Project, they would be required to be implemented prior to project completion. Such improvements however, could be made with minimal impact upon the surrounding land uses, and all property owners would be notified in advance if temporary gas outages are expected. Impacts to natural gas infrastructure would be less than significant.

## CUMULATIVE IMPACTS

Development and implementation of the related projects within the study area would result in the consumption of approximately 209 million kWh of electricity and approximately 471 million cf of natural gas per year, as shown in Tables IV.H.1-5 and IV.H.1-6. Although the cumulative impact of the

identified related projects may require the installation of additional electrical and/or natural gas distribution facilities, it is expected that service availability, and thus the extent of any potential locally occurring cumulative impacts on utility service, would necessarily be determined through the environmental review process for each individual project. The construction of any power distribution facilities required in association with any related project may cause limited local short-term impacts in the forms of unavoidable noise, air pollution, and traffic congestion during construction. Assuming related projects are in full compliance with all applicable energy conservation programs, cumulative energy impacts would be less-than-significant. Related projects could further reduce energy impacts through the implementation of mitigation measures similar to that listed below for the Proposed Project.

**Table IV.H.1-5**  
**Estimated Cumulative Electricity Consumption**

	Project Name/Description <sup>a</sup>	Land Use	Size	Consumption Rate (kWh/sf/year) <sup>b</sup>	Total (kWh/sf/year)
1.	Yee Yuan Laundry	Laundromat	n/a	n/a	n/a
2.	California Center Bank	Office	42.8 ksf	12,950/ ksf	165,760
3.	Car Wash and Retail Center	Car Wash/Retail	7.1 ksf	13,550/ ksf	96,205
4.	Hollytron Retail Store	Retail	23.5 ksf	13,550/ ksf	318,425
5.	Alameda District Plan	Office	8,200 ksf	12,950/ ksf	106,190,000
		Hotel <sup>c</sup>	375 ksf	9,950/ ksf	3,731,250
		Apartment <sup>d</sup>	300 du	5,626.5/ du	1,687,950
		Retail	250 ksf	13,550/ ksf	3,387,500
		Museum	70 ksf	10,500/ ksf	735,000
6.	Staples Entertainment Center	Hotel	900 ksf	9,950/ ksf	8,955,000
		Cinema <sup>e</sup>	72 ksf	10,500/ ksf	756,000
		Theatre <sup>e</sup>	20 ksf	10,500/ ksf	210,000
		Restaurant	345 ksf	47,450/ ksf	16,370,250
		Retail	498 ksf	13,550/ ksf	6,723,000
		Office	165 ksf	12,950/ ksf	2,136,750
		Apartment	800 du	5,626.5/ du	4,501,200
7.	Metropolis	Hotel <sup>c</sup>	300 ksf	9,950/ ksf	2,985,000
		Office	1,600 ksf	12,950/ ksf	20,720,000
		Retail	223 ksf	13,550/ ksf	3,021,650
8.	LA Center Studios Expansion	Sound Stage <sup>f</sup>	249.3 ksf	4,350/ ksf	1,084,460
9.	Bar and Restaurant	Restaurant/Bar	5.3 ksf	47,450/ ksf	251,485
10.	Mixed Use Residential Commercial	Residential/Commercial	50 ksf	13,550/ ksf	677,500
11.	Dance Hall	Restaurant	12.5 ksf	47,450/ ksf	593,125
12.	Condominium	Condominium	146 du	5,626.5/du	821,469
13.	Fast Food with Drive-Thru	Fast Food	2.5 ksf	47,450/ ksf	118,625
14.	Office and Specialty Retail	Office/Retail	12.6 ksf	12,950/ ksf	163,170
15.	LA Mart	Retail	250 ksf	13,550/ ksf	3,387,500
16.	Mixed Use Residential Commercial	Retail	10 ksf	13,550/ ksf	135,500
		Apartment	146 du	5,626.5/ du	821,469
17.	Manufacturing Facility	Manufacturing	216 ksf	10,500/ ksf	2,268,000
18.	Orthopedic High School	High School	1,054 students	n/a	n/a
19.	Quality Restaurant and Night Club	Restaurant	7.1 ksf	47,450/ ksf	336,895
20.	Medical Center/Clinic	Medical Center	31.7 ksf	21,700/ ksf	687,890
21.	High School	High School	3,077 students	n/a	n/a
22.	Middle School	Middle School	2,129 students	n/a	n/a
<b>Total Electricity Consumed by Related Projects</b>					<b>194,725,880</b>
<b>Plus Total Electricity Consumed by Proposed Project</b>					<b>13,986,000</b>
<b>Total Cumulative Electricity Consumption</b>					<b>208,711,880</b>

<sup>a</sup> Related projects list obtained from Kaku Associates, December 2004.

<sup>b</sup> Based on rates provided by the SCAQMD, CEQA Air Quality Handbook, 1993.

<sup>c</sup> Used following rate: one hotel room = approx. 500 sf.

<sup>d</sup> Used following rate: one apartment unit = approx. 1,000 sf.

<sup>e</sup> Used following seat rate: one seat = approx. 20 sf.

<sup>f</sup> Used warehouse rate.

Source: Christopher A. Joseph & Associates, January 2005.

**Table IV.H.1-6**  
**Estimated Cumulative Natural Gas Consumption**

	Project Name/Description <sup>a</sup>	Land Use	Size	Consumption Rate (cf/unit/month) <sup>b</sup>	Total (cf/unit/year)
1.	Yee Yuan Laundry	Laundromat	n/a	n/a	n/a
2.	California Center Bank	Office	12.8 ksf	2.0/ sf	307,200 sf
3.	Car Wash and Retail Center	Car Wash/Retail	7.1 ksf	2.9/ sf	247,080 sf
4.	Hollytron Retail Store	Retail	23.5 ksf	2.9/ sf	817,800 sf
5.	Alameda District Plan	Office	8,200 ksf	2.0/ sf	196,800,000 sf
		Hotel <sup>c</sup>	375 ksf	4.8/ sf	21,600,000 sf
		Apartment <sup>d</sup>	300 du	4,011.5/ du	14,441,400 du
		Retail	250 ksf	2.9/ sf	8,700,000 sf
		Museum	70 ksf	2.9/ sf	2,436,000 sf
6.	Staples Entertainment Center	Hotel <sup>c</sup>	900 ksf	4.8/sf	51,840,000 sf
		Cinema <sup>e</sup>	72 ksf	2.9/ sf	2,505,600 sf
		Theatre <sup>e</sup>	20 ksf	2.9/ sf	696,000 sf
		Restaurant	345 ksf	2.9/ sf	12,006,000 sf
		Retail	498 ksf	2.9/ sf	17,330,000 sf
		Office	165 ksf	2.0/ sf	3,960,000 sf
		Apartment	800 du	4,011.5/ du	3,209,200 du
7.	Metropolis	Hotel <sup>c</sup>	300 ksf	4.8/ sf	17,280,000 sf
		Office	1,600 ksf	2.0/ sf	38,400,000 sf
		Retail	223 ksf	2.9/ sf	7,760,400 sf
8.	LA Center Studios Expansion	Sound Stage	249.3 ksf	2.9/ sf	8,675,640 sf
9.	Bar and Restaurant	Restaurant/Bar	5.3 ksf	2.9/ sf	184,440 sf
10.	Mixed Use Residential Commercial	Residential/Commercial	50 ksf	2.9/ sf	1,740,000 sf
11.	Dance Hall	Restaurant	12.5 ksf	2.9/ sf	435,000 sf
12.	Condominium	Condominium	146 du	4,011.5/ du	7,028,148 du
13.	Fast Food with Drive-Thru	Fast Food	2.5 ksf	2.9/ sf	87,000 sf
14.	Office and Specialty Retail	Office/Retail	12.6 ksf	2.0/ sf	302,400 sf
15.	LA Mart	Retail	250 ksf	2.9/ sf	8,700,000 sf
16.	Mixed Use Residential Commercial	Retail	10 ksf	2.9/ sf	348,000 sf
		Apartment	146 du	4,011.5/ du	7,028,148 du
17.	Manufacturing Facility	Manufacturing	216 ksf	2.9/ sf	7,516,800 sf
18.	Orthopedic High School	High School	1,054 students	n/a	n/a
19.	Quality Restaurant and Night Club	Restaurant	7.1 ksf	2.9/ sf	247,080 sf
20.	Medical Center/Clinic	Medical Center	31.7 ksf	2.9/ sf	1,103,160 sf
21.	High School	High School	3,077 students	n/a	n/a
22.	Middle School	Middle School	2,129 students	n/a	n/a
<b>Total Natural Gas Consumed by Related Projects</b>					<b>443,732,480</b>
<b>Plus Total Natural Gas Consumed by Proposed Project</b>					<b>27,742,560</b>
<b>Total Cumulative Natural Gas Consumption</b>					<b>471,475,040</b>

<sup>a</sup> Related projects list obtained from Kaku Associates, December 2004.

<sup>b</sup> Based on rates provided by the SCAQMD, CEQA Air Quality Handbook, 1993. All restaurant, museum, theatre, cinema, sound stage, fast food, and hospital uses are estimated to use the same natural gas as retail uses.

<sup>c</sup> Used following rate: one hotel room = approx. 500 sf.

<sup>d</sup> Used following rate: one apartment unit = approx. 1,000 sf.

<sup>e</sup> Used following seat rate: one seat = approx. 20 sf.

Source: Christopher A. Joseph & Associates, January 2005.

## **MITIGATION MEASURE**

No significant impacts upon electricity or natural gas resources or infrastructure systems have been identified, thus no mitigation measures are required. Nevertheless, LADWP recommends the following measure be incorporated into the final design as feasible, to reduce the Proposed Project's demands for energy resources.

1. The applicant shall incorporate measures recommended by the Los Angeles Department of Water and Power to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations. Measures shall include, but not be limited to those outlined in LADWP's NOP response letter dated January 10, 2004 and included in Appendix A.

## **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

While the Proposed Project's impact upon electricity and natural gas resources and infrastructure would be less than significant prior to mitigation, implementation of the mitigation measure listed above would serve to further reduce the Proposed Project's demand for energy resources.





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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### H. UTILITIES

### 2. SEWER AND WASTEWATER TREATMENT

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#### ENVIRONMENTAL SETTING

The City of Los Angeles Department of Public Works, Bureau of Sanitation Division provides sewer conveyance infrastructure and wastewater treatment services in the project area. The Hyperion Treatment Plant (HTP), located directly west of the Los Angeles International Airport in Playa Del Rey, would provide wastewater treatment for the Project Site. The Hyperion Service Area (HSA) encompasses approximately 328,000 acres, or approximately 515 square miles, of the greater Los Angeles area. The HSA includes approximately 96 percent of the total area served by LADWP. In 1998, the HTP was upgraded to provide full secondary treatment for all wastewater based on an average dry weather flow of 450 million gallons per day (mgd). The HTP currently processes average wastewater flows of approximately 350 mgd.<sup>1</sup>

In 1998, several communities in South Los Angeles suffered severe sewage spills during the unusually heavy rainstorms of El Niño because of the failure of the main sewer, the North Outfall Sewer (NOS). The sewage overflows were caused by a combination of the age, size, and condition of NOS along with the heavy rains. The Regional Water Quality Control Board (RWQCB) issued a cease and desist order requiring the City of Los Angeles to complete construction of several new sewers throughout the City in approximately seven years, including the East Central Interceptor Sewer (ECIS).

In July of 2004 the City completed the construction of the new East Central Interceptor Sewer (ECIS) that allows wastewater to be diverted from the middle portion of the existing NOS, allowing the NOS to be rehabilitated and providing additional capacity for projected wastewater flows. The ECIS pipeline extends from the north part of Baldwin Hills in Culver City to just east of the Los Angeles River near Mission Road making it approximately eleven miles long. Unit 3 of the ECIS pipeline runs east-west through Exposition Boulevard between Arlington Avenue and San Pedro Street. The ECIS is currently operating.<sup>2</sup>

As shown in Table IV.H.2-1, assuming that the Campus' existing conditions include the development outlined in the Five-Year Campus Plan, an average of approximately 170,000 gallons per day (gpd) or 91 million gallons per year of wastewater is generated on the Project Site by the existing uses.

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<sup>1</sup> Written correspondence from Adel Hagekhalil, Division Manager, City of Los Angeles, Wastewater Engineering Services Division, Bureau of Sanitation, June 8, 2004.

<sup>2</sup> City of Los Angeles, Department of Public Works, Bureau of Engineering, East Central Inceptor Sewer Project, website: [http://eng.lacity.org/projects/ecis/ECIS\\_Main.htm](http://eng.lacity.org/projects/ecis/ECIS_Main.htm), January 21, 2005.

**Table IV.H.2-1**  
**Existing Wastewater Generation**

Development	Size	Generation Rate <sup>a</sup> (gpd)	Total Generation (gpd)
<b>Existing Conditions</b>			
Five Year Campus Plan	850,000 sf	200/1,000 sf	170,000
<b>Total Existing Wastewater Generation (gpd)</b>			<b>170,000</b>
<sup>a</sup> Wastewater generation rates were provided by Los Angeles County Bureau of Sanitation, July 2002. Source: Christopher A. Joseph & Associates, January 2005.			

Existing sewer lines serving the Project Site include: 8-inch and 24-inch mains in Washington Boulevard; an 8-inch main in Olive Street; a 50-inch main in Grand Avenue; an 8-inch main in 23<sup>rd</sup> Street; an 8-inch main in 21<sup>st</sup> Street; 8-inch and 12-inch mains in Flower Street; and an 8-inch main running east-west across the center of the campus, between Washington Boulevard and 21<sup>st</sup> Street.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

A project would have a significant impact on sanitary sewer systems if its implementation would result in a measurable increase in wastewater generation to a point where it would cause a sewer line to become constrained, or if the project's wastewater flows would substantially or incrementally exceed the capacity of existing or planned wastewater conveyance systems or treatment facilities that serve the area.

### Project Impacts

The Proposed Project would result in the buildout and densification of the existing LATTC Campus, including the construction of several new academic and administrative buildings, four new multi-level parking structures, and recreational, pedestrian, and access improvements by 2034. New classroom buildings would provide space for fashion and design, culinary arts, and vocational arts and technologies. For a more detailed discussion of building uses, locations, and designs, see Section II. Project Description.

### Wastewater Treatment

The Thirty-Year Master Plan builds upon the various campus improvements and organizational and programmatic changes that are proposed as part of the Five-Year Campus Plan. As such, the analytical methodology used to determine the Proposed Project's future wastewater generation is based on the assumption that the various physical and programmatic changes proposed as part of the Five-Year Campus Plan are completed prior to the initiation of the Proposed Project. As shown in Table IV.H.2-2, upon buildout of the Five-Year Campus Plan, the LATTC Campus is estimated to generate approximately 170,000 gpd of wastewater. The Proposed Project provides 1.3 million square feet of instructional

**Table IV.H.2-2**  
**Proposed Project Wastewater Generation**

Development	Size	Generation Rate <sup>a</sup>	Total Generation (gpd)
<b>Existing Conditions</b>			
Five-Year Campus Plan	850,000 sf	200/1,000 sf	170,000
<b>Proposed Project</b>			
Thirty-Year Master Plan	1,300,000 sf	200/1,000 sf	260,000
Less Existing Industrial Uses	98,000 sf	200/1,000 sf	-19,600
<b>Total Proposed Project Wastewater Generation (gpd)</b>			<b>410,400</b>
<b>Total Proposed Project Net Increase (gpd)</b>			<b>240,400</b>
<sup>a</sup> City of Los Angeles wastewater generation rates were unavailable on a per square foot basis for college uses. As such, wastewater generation rates were provided by Los Angeles County Bureau of Sanitation, July 2002. Source: Christopher A. Joseph & Associates, January 2005.			

and office space beyond that which is provided in the Five-Year Campus Plan. As calculated in Table IV.H.2-2, above, the Campus' wastewater generation would be anticipated to increase by approximately 240,400 gpd upon buildout of the Thirty-Year Master Plan. This estimate accounts for a reduction of approximately 19,600 gpd for the existing industrial uses that would be acquired and demolished as part of the Thirty-Year Master Plan. It should be noted, however, that this estimate provides a worst-case scenario, as it does not account for more efficient new and replacement water consumptive facilities (as discussed under Section IV.H.3. Water Conservation) which would result in the generation of less wastewater. Furthermore, development under the Proposed Project would be subject to all applicable water conservation regulations identified in LAMC Chapter XII. Water Conservation Plan, as amended by Ord. 166,080, Ord. 163,532, and others, described in detail in Section IV.H.3, which would further reduce water use, and therefore wastewater generation. As such, the actual net increase of wastewater generation attributed to the Proposed Project could potentially be much less than the 240,000 gpd currently projected.

The HTP has on average 100 mgd of remaining capacity daily. The Proposed Project's anticipated addition of approximately 240,000 gpd of wastewater would represent an insignificant daily contribution of less than 0.002% of the HTP's remaining daily sewage capacity. As such, the Proposed Project would have a less-than-significant impact with regard to wastewater treatment.

### **Wastewater Infrastructure**

Sewer service for the Campus would continue to be provided by the City of Los Angeles Department of Public Works, Bureau of Sanitation Division with the existing sewer infrastructure on the Project Site, which include the 8-inch and 24-inch mains in Washington Boulevard, an 8-inch main in Olive Street, a 50-inch main in Grand Avenue, an 8-inch main in 23<sup>rd</sup> Street, an 8-inch main in 21<sup>st</sup> Street, 8-inch and 12-inch mains in Flower Street, and an 8-inch main running east-west across the center of the Project Site, between Washington Boulevard and 21<sup>st</sup> Street. As shown in Figure IV.H.2-1, several upgrades and additions to the sewer system on the Campus are proposed as part of the Thirty-Year Master Plan. These

sewer system improvements include the addition of a new 6-inch sewer main running north-south through the center of the Project Site, providing sewer connections for the proposed classrooms that will front Flower Street. Improvements would also include the addition of several short (i.e., 50 or 60 foot long) mains providing sewer connections to the proposed vocational arts and technologies buildings that will front Olive Street and Grand Avenue, the proposed classrooms that will front 23<sup>rd</sup> Street, the proposed gym and pool facility at the corner of 23<sup>rd</sup> Street and Flower Street, and the proposed classrooms located in the center of campus adjacent to the track and the Learning Resources Center, in addition to various other short hook-ups throughout the Campus. A small number of short mains would be removed as part of the Proposed Project.

The construction of the proposed sewer mains may cause a temporary impact on the existing Campus and surrounding community due to increased air/dust pollution, noise, and traffic congestion throughout the duration of the construction activities. Due to the relatively short and temporary impacts associated with these infrastructure improvements, secondary impacts related to air quality, noise, and transportation/circulation would be considered less than significant.

It is expected that the Proposed Project's increase in wastewater generation could be accommodated within existing sewer mains and those mains that would be constructed through 2034 as part of the Proposed Project. As such, impacts to sewer infrastructure would be expected to be less than significant.

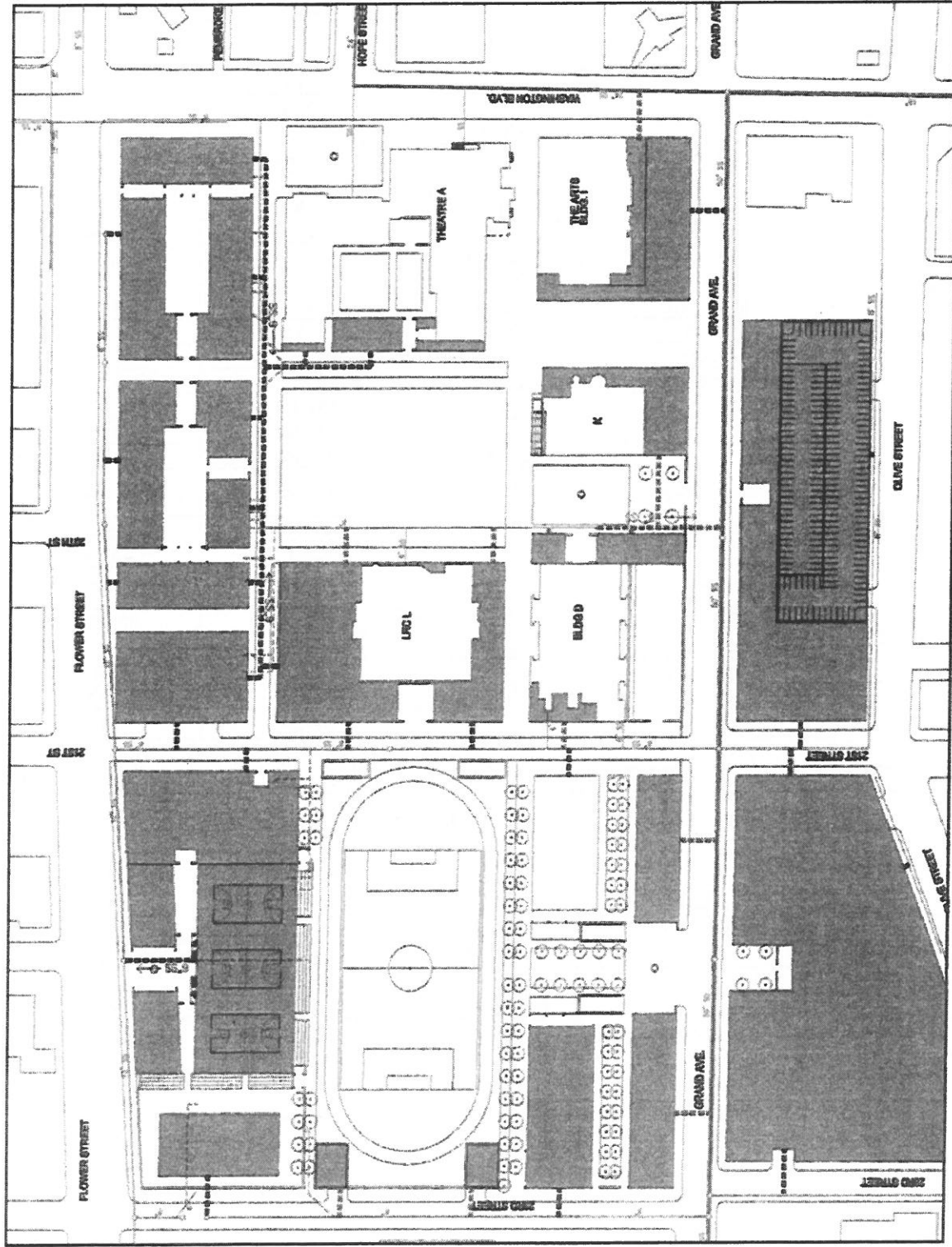
## CUMULATIVE IMPACTS

As shown in Table IV.H.2-3, related projects in the vicinity of the Project Site would be estimated to consume a total of approximately 2.48 mgd of sewage, or approximately 904.8 million gallons per year, upon completion. Cumulative wastewater generation (that associated with the related projects plus the Proposed Project) is estimated at approximately 2.71 or approximately 989 million gallons per year. Cumulative wastewater generation would account for approximately 2.5 percent of remaining daily sewage flow capacity allowed by the HTP system, which would not result in a significant impact. While the adequacy of existing wastewater infrastructure that would serve the related projects can only be determined on a project-by-project basis, the Proposed Project already includes several on-site wastewater infrastructure upgrades to ensure that the proposed development does not tax the infrastructure available to serve surrounding properties. Those related projects not yet under construction would be subject to interim and future ordinances which restrict the issuance of building permits based on the availability of allotted monthly sewer capacity. Assuming related projects are in full compliance with all applicable water conservation (and wastewater reducing) programs, cumulative impacts to wastewater services would be less than significant.

## MITIGATION MEASURES

As impacts would be less than significant, no mitigation measures are required.





# **LEGEND**

- REMOVED
- EXISTING (TO REMAIN)
- EXISTING (5-YR)
- EXISTING 30-YR

PLAN  
SCALE 1" = 40'  
GRAPHIC SCALE



Source: kpff Consulting Engineers, 2002.

**CHRISTOPHER A. JOSEPH & ASSOCIATES**  
Environmental Planning and Research

Figure IV.H.2-1,  
Thirty-Year Master Plan Sewer Main Plan

**Table IV.H.2-3**  
**Estimated Cumulative Wastewater Generation**

	<b>Project Name/Description <sup>a</sup></b>	<b>Land Use</b>	<b>Size</b>	<b>Generation Rate (gallons/day) <sup>b</sup></b>	<b>Total Wastewater Generation (gallons/ day)</b>
1.	Yee Yuan Laundry	Laundromat	n/a	n/a	n/a
2.	California Center Bank	Office	12.8 ksf	150/ ksf	1,920
3.	Car Wash and Retail Center	Car Wash/Retail	7.1 ksf	80/ ksf	568
4.	Hollytron Retail Store	Retail	23.5 ksf	80/ ksf	1,880
5.	Alameda District Plan	Office	8,200 ksf	150/ ksf	1,230,000
		Hotel	750 rm	130/ rm	97,500
		Apartment <sup>c</sup>	300 du	160/ du	48,000
		Retail	250 ksf	80/ ksf	20,000
		Museum	70 ksf	20/ ksf	1,400
6.	Staples Entertainment Center	Hotel	1,800 rm	130/ rm	234,000
		Cinema	3,600 seats	4/ seat	14,400
		Theatre	1,000 seats	4/ seat	4,000
		Restaurant	345 ksf	300/ ksf	103,500
		Retail	498 ksf	80/ ksf	39,840
		Office	165 ksf	150/ ksf	24,750
7.	Metropolis	Apartment <sup>c</sup>	800 du	160/ du	128,000
		Hotel	600 rm	130/ rm	78,000
		Office	1,600 ksf	150/ ksf	240,000
8.	LA Center Studios Expansion	Retail	223 ksf	80/ ksf	17,840
9.	Bar and Restaurant	Sound Stage	249.3 ksf	80/ ksf	19,944
10.	Mixed Use	Restaurant/Bar	5.3 ksf	300/ ksf	1,590
11.	Dance Hall	Residential/Commercial	50 ksf	80/ksf	4,000
12.	Restaurant	Restaurant	12.5 ksf	300/ ksf	3,750
13.	Condominium	Condominium <sup>c</sup>	146 du	160/ du	23,360
14.	Fast Food w/Dr-Thru	Fast Food	2.5 ksf	300/ ksf	750
15.	Office/Specialty	Office/Retail	12.6 ksf	150/ksf	1,890
16.	LA Mart	Retail	250 ksf	80/ ksf	20,000
16.	Mixed Use	Retail	10 ksf	80/ ksf	800
		Apartment <sup>c</sup>	146 du	160/ du	23,360
17.	Manufacturing Facility	Manufacturing	216 ksf	80/ ksf	17,280
18.	Orthopedic High School	High School	1,054 students	12/ student	12,648
19.	Restaurant/Club	Restaurant	7.1 ksf	300/ ksf	2,130
20.	Medical Ctr./Clinic	Medical Center	31.7 ksf	250/ ksf	7,925
21.	High School	High School	3,077 students	12/ student	36,924
22.	Middle School	Middle School	2,129 students	8/ student	17,032
<b>Total Wastewater Generated by Related Projects</b>					<b>2,478,981</b>
<b>Plus Wastewater Generated by Proposed Project</b>					<b>240,000</b>
<b>Total Cumulative Wastewater Generation</b>					<b>2,718,981</b>
<sup>a</sup> Related projects list obtained from Kaku Associates, December 2004.					
<sup>b</sup> Based on rates provided by City of Los Angeles, Draft L.A. CEQA Thresholds Guide, May 1998.					
<sup>c</sup> All dwelling units assumed to be two-bedroom apartments.					
Source: Christopher A. Joseph & Associates, January 2005.					

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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### H. UTILITIES

#### 3. WATER CONSERVATION

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##### ENVIRONMENTAL SETTING

Water service is provided to both the Project Site and the surrounding locale by the City of Los Angeles Department of Water and Power (LADWP). LADWP is responsible for ensuring that water demand within the City is met and that State and federal water quality standards are achieved. In terms of the City's overall water supply, in addition to local groundwater sources, the LADWP operates and receives water via the Los Angeles-Owens River aqueduct and is a member of the Metropolitan Water District of Southern California (MWD). According to the LADWP Urban Water Management Plan Annual Update, City water supplies during fiscal year 2003-2004 were derived from the following sources: (1) approximately 53 percent purchased from the MWD; (2) approximately 33 percent received from the Los Angeles Aqueduct; and (3) approximately 14 percent pumped from groundwater basins. In addition, the City holds the rights to the San Fernando, Sylmar, West Coast, and Central groundwater basins. The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand.<sup>1</sup>

According to LADWP projections, the three aforementioned sources will supply the City's water needs beyond the year 2020. In fiscal year 2003-2004, LADWP provided 690,450 acre-feet of water. According to recent projections, the City's water demand for 2020 is estimated at 900 cubic feet per second (cfs).<sup>2</sup>

LADWP has instituted significant water conservation measures to go along with the State level regulations. These measures are included in the Los Angeles Municipal Code (LAMC) Chapter XII. Water Conservation Plan, as amended by Ord. 166,080, Ord. 163,532, and others. Mandatory water conservation policies include:

- New buildings required to install and existing building required to be replaced with water conservation fixtures, including ultra low-flush toilets, urinals, taps, and showerheads;
- Hose washing of hard paved surfaces prohibited;
- Mandatory 10 percent reduction in irrigation of large turf areas (three acres or more) from the 1986 base year;
- Irrigation and lawn watering prohibited between 10 AM and 5 PM from April 1<sup>st</sup> to September 30<sup>th</sup> and between 11 AM and 3 PM between October 1<sup>st</sup> and March 31<sup>st</sup>.

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<sup>1</sup> City of Los Angeles Department of Water and Power, *Urban Water Management Plan, Fiscal Years 2003-2004 Annual Update*, website: <http://www.ladwp.com/ladwp/cms/ladwp006350.pdf>, January 21, 2005.

<sup>2</sup> *Ibid.*

LADWP is also in the process of expanding water recycling plants throughout the City, to reach its goal of providing recycled water for 10 percent of total demand by 2010. By 2010, LADWP expects that the Los Angeles-Glendale Water Reclamation Plant would be able to provide up to 2,100 acre feet of recycled water to customers in the Elysian Park and Central City areas. Recycled water is typically used for irrigation and industrial uses.<sup>3</sup>

Water storage is essential for the LADWP to supply water during high demand conditions and provide for firefighting and emergencies. The City water system includes 104 tanks and reservoirs ranging in size from 10,000 gallons to 60 billion gallons with a total capacity of 109 billion gallons.<sup>4</sup>

Water is currently consumed on the Project Site for a variety of uses, including field and landscaping irrigation, public restrooms, classroom uses, and food preparation. As shown in Table IV.H.3-1, below, assuming that the Campus' existing conditions include the development outlined in the Five-Year Campus Plan, an average of approximately 204,000 gallons per day (gpd) of water would be consumed on the Project Site by the existing uses prior to initiation of the Thirty-Year Master Plan.

**Table IV.H.3-1**  
**Existing Water Consumption**

Development	Size	Consumption Rate <sup>a</sup> (gpd)	Total Consumption (gpd)
<b>Existing Conditions</b>			
Five Year Campus Plan	850,000 sq. ft.	240/1,000 sf	204,000
<b>Total Existing Water Consumption (gpd)</b>			<b>204,000</b>
<sup>a</sup> City of Los Angeles water consumption rates were unavailable on a per square foot basis for college uses. As such, water consumption rates were provided by Los Angeles County Bureau of Sanitation, July 2002. (Water consumption rates assumed to be 120% of wastewater generation rates.)			
Source: Christopher A. Joseph & Associates, January 2005.			

Existing water infrastructure on the Project Site include the following water mains: 16-inch and 24-inch mains in Washington Boulevard; a 12-inch main in Olive Street; a 12-inch main in Grand Avenue; an 8-inch main in 23<sup>rd</sup> Street; an 8-inch main in 21<sup>st</sup> Street; and 8-inch and 16-inch mains in Flower Street.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

Implementation of a project would result in a significant impact on water service if either of the following occurs: 1) demand by the project exceeds the ability of LADWP to service the area based on anticipated water supplies; or 2) water demand generated by the project exceeds the capacity of existing

<sup>3</sup> Ibid.

<sup>4</sup> City of Los Angeles, Draft L.A. CEQA Thresholds Guide, May 1998.

or planned water distribution systems, resulting in an unmet need for additional infrastructure in order to provide adequate levels of service.

### **Project Impacts**

The Proposed Project would result in the buildout and densification of the Project Site, including the construction of several new academic and administrative buildings, four new multi-level parking structures, and recreational, pedestrian, and access improvements by 2034. New classroom buildings would provide space for fashion and design, culinary arts, and vocational arts and technologies. In total, the proposed Thirty-Year Master Plan would provide 1.3 million square feet of floor area for instructional and office uses beyond that which is provided in the Five-Year Campus Plan. For a more detailed discussion of building uses, locations, and designs, see Section II. Project Description.

### **Water Supply**

The Proposed Project would increase the total number of water consumptive facilities located on-site, which would include: new bathrooms in academic and administrative buildings; sinks and other water consumptive devices related to classroom instruction; an expanded pool and gym facility; and additional landscaping throughout the Campus. However, water delivery infrastructure and fixtures proposed for the Campus would exhibit an increase in efficiency when compared to the existing facilities, requiring the use of less water to perform the same function. The new system would eliminate existing leakages and pressure problems associated with the existing infrastructure, and would conform to current standards not in place at the time of the Campus' original construction or subsequent upgrades. Furthermore, development under the Proposed Project would be subject to all applicable water conservation regulations identified in LAMC Chapter XII. Water Conservation Plan, as amended by Ord. 166,080, Ord. 163,532, and others, described in detail in the beginning of this Section.

As shown in Table IV.H.3-2, upon buildout of the Thirty-Year Master Plan, water consumption on the Project Site is estimated to increase by approximately 288,480 gpd, above existing conditions consumption. While the Proposed Project would implement water conservation practices described above, the extent of water conservation and efficiency cannot be calculated with any degree



**Table IV.H.3-2  
Proposed Project Water Consumption**

Development	Size	Consumption Rate <sup>a</sup>	Total Consumption (gpd)
<b>Existing Conditions</b>			
Five-Year Campus Plan	850,000 sf	240/1,000 sf	204,000
<b>Proposed Project</b>			
Thirty-Year Master Plan	1,300,000 sf	240/1,000 sf	312,000
Less Existing Industrial Uses	98,000 sf	240/1,000 sf	-23,520
<b>Total Proposed Project Water Consumption (gpd)</b>			<b>492,480</b>
<b>Total Proposed Project Net Increase (gpd)</b>			<b>288,480</b>
<sup>a</sup> City of Los Angeles water consumption rates were unavailable on a per square foot basis for college uses. As such, water consumption rates were provided by Los Angeles County Bureau of Sanitation, July 2002. (Water consumption rates assumed to be 120% of wastewater generation rates.) Source: Christopher A. Joseph & Associates, January 2005.			

of certainty. As such, this estimate should be considered conservative from a long-range planning perspective. From a regional water management planning perspective, LADWP estimates long-range water demands based on buildout of the City's General Plan, consistent with the density of development permitted within the respective underlying zoning districts. The Project Site encompasses 32.2 acres, which has an underlying allowable FAR of six times the buildable lot area. As such, the theoretical density use for water supply planning projections is approximately 8.4 million square feet of development, which is well above the approximate 2.15 million square feet that would be developed upon buildout of the Thirty-Year Master Plan. Accordingly, the Proposed Project's increase in water demand could be accommodated within the context of regional water supplies and impacts to water availability would be less than significant.

### ***Water Infrastructure***

As shown in Table IV.H.3-2, above, the Campus' water demand would be anticipated to increase by 2034 with the implementation of the Proposed Project. Water service for the Campus would continue to be provided by LADWP from the existing water infrastructure on and surrounding the Project Site, which include 16-inch and 24-inch mains in Washington Boulevard, a 12-inch main in Olive Street, a 12-inch main in Grand Avenue, an 8-inch main in 23<sup>rd</sup> Street, an 8-inch main in 21<sup>st</sup> Street, and 8-inch and 16-inch mains in Flower Street. As discussed in Section IV.G.2. Fire Protection, the Proposed Project is estimated to require a fire flow of between 6,000 and 12,000 gallons per minute from four to six fire hydrants flowing simultaneously. Exact fire flow requirements would be determined by the Los Angeles Fire Department during the site plan check.

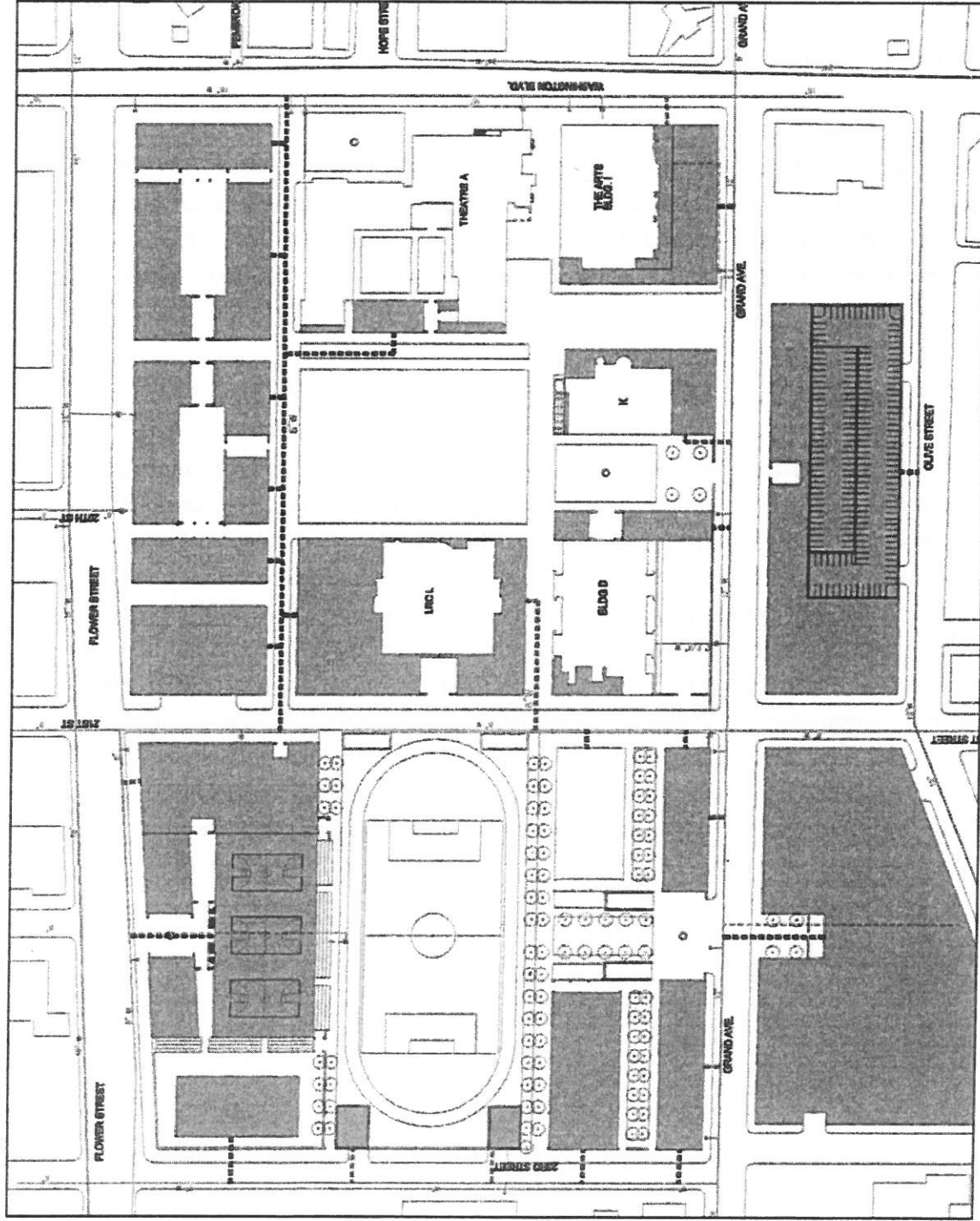
The Proposed Project includes several upgrades/additions to the water distribution system on campus, as shown in Figure IV.H.3-1. These water system improvements include the addition of a new 6-inch water

main running north-south down the center of the Project Site, with connections to the existing 16-inch main in Washington Boulevard and the existing 8-inch main in 21<sup>st</sup> Street. Improvements would also include the addition of several new short (i.e., 50 or 60 foot long) mains providing water access to the proposed vocational arts and technologies buildings that will front Olive Street and Grand Avenue, the proposed classrooms that will front 23<sup>rd</sup> Street, the proposed gym and pool facility at the corner of 23<sup>rd</sup> Street and Flower Street, and the proposed classrooms that will front Flower Street, in addition to various other shorter hook-ups throughout the Campus. A small number of short mains would be removed as part of the Proposed Project, and as shown in Figure IV.H.3-1.

The construction of the proposed water infrastructure upgrades may cause a temporary impact on the existing Campus and surrounding community due to increased air/dust pollution, noise, and traffic congestion throughout the duration of the construction activities. As discussed in each respective section of this Draft EIR, due to the relatively short and temporary impacts associated with these infrastructure improvements, secondary impacts related to air quality, noise, and transportation/circulation would be considered less than significant.

## CUMULATIVE IMPACTS

As shown in Table IV.H.3-3, related projects in the vicinity of the Project Site would be estimated to consume a total of approximately 2.97 mgd or 1.09 billion gallons per year of water, upon completion. Cumulative water consumption (that associated with the related projects plus the Proposed Project) is estimated at approximately 3.26 mgd. As with the Proposed Project, all related projects would be subject to the City-mandated water conservation program as long as the program remains in effect. While the adequacy of existing water infrastructure that would serve the related projects can only be determined on a project-by-project basis, the Proposed Project already includes several on-site water infrastructure upgrades to ensure that the proposed development does not tax the infrastructure available to serve surrounding properties. Assuming related projects are in full compliance with all applicable water conservation programs and implement practices similar to the recommended mitigation measures listed below for the Proposed Project, cumulative impacts to water services would be less than significant.



Source: kpff Consulting Engineers, 2002.

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Figure IV.H.3-1,  
Thirty-Year Master Plan Water Main Plan

**Table IV.H.3-3**  
**Estimated Cumulative Water Consumption**

	Project Name/Description <sup>a</sup>	Land Use	Size	Consumption Rate (gpd) <sup>b</sup>	Total Water Consumption (gpd)
1.	Yee Yuan Laundry	Laundromat	n/a	n/a	n/a
2.	California Center Bank	Office	12.8 ksf	180/ ksf	2,304
3.	Car Wash and Retail Center	Car Wash/Retail	7.1 ksf	96/ ksf	682
4.	Hollytron Retail	Retail	23.5 ksf	96/ ksf	2,256
5.	Alameda District Plan	Office	8,200 ksf	180/ ksf	1,476,000
		Hotel	750 rm	156/ rm	117,000
		Apartment <sup>c</sup>	300 du	192/ du	57,600
		Retail	250 ksf	96/ ksf	24,000
		Museum	70 ksf	24/ ksf	1,680
6.	Staples Entertainment Center	Hotel	1,800 rm	156/ rm	280,800
		Cinema	3,600 seats	4.8/ seat	17,280
		Theatre	1,000 seats	4.8/ seat	4,800
		Restaurant	345 ksf	360/ ksf	124,200
		Retail	498 ksf	96/ ksf	47,808
		Office	165 ksf	180/ ksf	29,700
		Apartment	800 du	192/ du	153,600
7.	Metropolis	Hotel <sup>c</sup>	600 rm	156/ rm	93,600
		Office	1,600 ksf	180/ ksf	288,000
		Retail	223 ksf	96/ ksf	21,408
8.	LA Center Studios Expansion	Sound Stage	249.3 ksf	96/ ksf	23,933
9.	Bar and Restaurant	Restaurant/Bar	5.3 ksf	360/ ksf	1,908
10.	Mixed Use	Residential/Commercial	50 ksf	96/ksf	4,800
11.	Dance Hall	Restaurant	12.5 ksf	360/ ksf	4,500
12.	Condominium	Condominium	146 du	192/ du	28,032
13.	Fast Food w Dr-Thru	Fast Food	2.5 ksf	360/ ksf	900
14.	Office and Specialty Retail	Office/Retail	12.6 ksf	180/ksf	2,268
15.	LA Mart	Retail	250 ksf	96/ ksf	24,000
16.	Mixed Use	Retail	10 ksf	96/ ksf	960
		Apartment	146 du	192/ du	28,032
17.	Manufacturing Facility	Manufacturing	216 ksf	96/ ksf	20,736
18.	Orthopedic H.S	High School	1,054 students	14.4/ student	15,178
19.	Restaurant/Night Club	Restaurant	7.1 ksf	360/ ksf	2,556
20.	Medical Center/Clinic	Medical Center	31.7 ksf	300/ ksf	9,510
21.	High School	High School	3,077 students	14.4/ student	44,309
22.	Middle School	Middle School	2,129 students	9.6/ student	20,438
Total Water Consumed by Related Projects					2,974,777
Plus Water Consumed by Proposed Project					288,480
Total Cumulative Water Consumption					3,263,257
<sup>a</sup> Related projects list obtained from Kaku Associates, December 2004.					
<sup>b</sup> Based on rates provided by City of Los Angeles, Draft L.A. CEQA Thresholds Guide, May 1998. Water consumption rates assumed to be 120% of wastewater generation rates.					
<sup>c</sup> Used following rate: one apartment unit=approx. 1,000 sf; all apartments assumed to be two-bedroom.					
Source: Christopher A. Joseph & Associates, January 2005.					





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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### H. UTILITIES

#### 4. SOLID WASTE AND DISPOSAL

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##### ENVIRONMENTAL SETTING

Within the City of Los Angeles, solid waste management, including collection and disposal services and landfill operation, is administered by various public agencies and private companies. Single-family residential and limited multiple-family residential refuse is collected by the City of Los Angeles Bureau of Sanitation; waste generated by most multi-family residential sources and all commercial and industrial sources is collected by private contractors. Waste disposal sites are operated by both the City and County of Los Angeles, as well as by private companies. In addition, transfer stations are utilized to store debris temporarily until larger hauling trucks are available to transport the materials directly to the landfills. Landfill availability 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 watershed boundary; 2) tonnage permit limitations; 3) operational constraints; and 4) corporate objectives of landfill owners and operators.

The California Integrated Waste Management Act of 1989 (AB 939) was enacted to reduce, recycle, and reuse solid waste generated in the State to the maximum amount feasible. Specifically, AB 939 required city and county jurisdictions to identify an implementation schedule to divert 25 percent of the total waste stream from landfill disposal by the year 1995 and 50 percent by the year 2000. The Act also requires each city and county to promote source reduction, recycling, and safe disposal or transformation. As projects and programs are implemented, the characteristics of the waste stream, the capacities of the current solid waste disposal facilities, and the operational status of those facilities are upgraded, as appropriate. Therefore, each city is required to conduct an annual Solid Waste Generation Study and to prepare a Source Reduction and Recycling Element (SRRE) to describe how it will reach the above-noted diversion goals while accounting for changing market and infrastructure conditions. To date, implementation of AB 939 has proven to be a successful method of reducing landfill waste. This is especially true in the City of Los Angeles, which surpassed the 50 percent diversion goal in 2000 by 8.8 percent, and has since implemented a 70 percent diversion goal by the year 2020.<sup>1</sup>

Currently, solid waste generated in the City of Los Angeles is typically disposed of at the Sunshine Canyon Landfill north of Granada Hills, the Bradley Landfill and Recycling Center in Sun Valley, or

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<sup>1</sup> City of Los Angeles Bureau of Sanitation, *City of Los Angeles Year 2000 AB 939 Annual Report*, August 2001.

the Olinda Alpha Landfill in Orange County.<sup>2</sup> The capacities and estimated dates of closure for each landfill that may receive solid waste from the Project Site are included in Table IV.H.4-1, below. It is also important to note that facility expansions and new landfills are continuously being sought as existing facility capacity diminishes. In addition, mandatory City waste reduction and recycling programs (in compliance with the September 1989 California Integrated Solid Waste Management Act, SB AB 939) are greatly reducing the amount of waste that would otherwise have entered area landfills.

**Table IV.H.4-1**  
**Landfill Capacity and Intake**

Landfill Facility	Estimated Closure Date	Permitted Daily Intake (tons per day)	Average Daily Intake (tons per day)	Remaining Permitted Daily Intake (tons per day)
Bradley Landfill <sup>a</sup>	2007	10,000	3,447	6,553
Sunshine Canyon Landfill <sup>a</sup>	2008 <sup>b</sup>	6,600	5,798	802
Olinda Alpha Landfill	2013	8,000	5,342	2,658
<b>Total Combined Daily Intake Capacity</b>				<b>10,013</b>
<sup>a</sup> Bradley Landfill and Sunshine Canyon Landfill are in the process of expanding their facilities to accommodate additional solid waste. <sup>b</sup> After the proposed expansion into City area is completed, the Sunshine Canyon Landfill is estimated to have a additional 21-year life span.  Source (Bradley and Sunshine Canyon Landfills): Los Angeles County Department of Public Works, Environmental Programs Division, Los Angeles County Integrated Waste Management Plan, 2002 Annual Report, February 2002.  Source (Olinda Alpha Landfill): California Integrated Waste Management Board, Solid Waste Information System, website: <a href="http://www.ciwmb.ca.gov/SWIS/Search.asp">http://www.ciwmb.ca.gov/SWIS/Search.asp</a> , and 2002 Landfill Summary Tonnage Report, website: <a href="http://www.ciwmb.ca.gov/landfills/tonnage/2002/landfill.htm">http://www.ciwmb.ca.gov/landfills/tonnage/2002/landfill.htm</a> , January 19, 2005.				

The Project Site is currently developed with the existing LATTC Campus, which would be improved with developments outlined in the Five-Year Campus Plan upon implementation of the Proposed Project. Solid waste is generated by a variety of activities related to the daily operation of onsite educational facilities and programs, including (but not limited to) waste generated in classrooms, faculty offices, and dining facilities. A portion of this waste is diverted from the waste stream through implementation of a campus-wide mandatory recycling program, which is maintained by the Physical Plant department.<sup>3</sup> Overall, the existing Project Site generates approximately 7.28 tons of solid waste a day (see Table IV.H.4.-3).

<sup>2</sup> Email correspondence with Joe Maturino, Environmental Supervisor II, City of Los Angeles Bureau of Sanitation, Solid Resources and Citywide Recycling Division, March 8, 2004.

<sup>3</sup> Los Angeles Trade Tech College, LATTC Educational Master Plan, Administration - Physical Plant, website: [http://www.lattc.edu/lattc/edmasterplan/admin\\_physicalplant.htm](http://www.lattc.edu/lattc/edmasterplan/admin_physicalplant.htm), January 19, 2005.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

Implementation of a project would result in a significant impact on solid waste if the existing landfill facilities could not adequately handle the project's waste; if the disposal of project-related solid waste would result in a premature exhaustion of a landfill's capacity; or if the project conflicts with local, State, and/or federal laws and regulations pertaining to solid waste management.

### Project Impacts

#### *Construction*

Construction of the Proposed Project will generate construction and demolition debris that will need to be disposed of at area landfills. Construction and demolition debris includes concrete, asphalt, wood, drywall, metals, and many other miscellaneous and composite materials. Based on national averages commercial construction and demolition projects, construction of the Proposed Project is estimated to generate approximately 25,510 tons of construction building and demolition debris over the course of the 30-year buildout period. This equates to approximately 850 tons per year, or roughly 3.4 tons per day assuming an average of 22 working days per month. The daily generation of 3.4 tons of construction and demolition waste represents a fraction (i.e., <0.0003 percent) of the total solid waste disposal intake capacity of the local landfills serving the project area. While it is not known precisely which of the three landfills would receive solid waste from the Project Site, each landfill would be able to accommodate construction-related solid waste from the Proposed Project until each facility's estimated closure date.

Construction of the Proposed Project would occur until the year 2034, which extends beyond the closure dates of the existing landfills that serve the project area. Considering this, it is reasonable to assume that future City and County waste facilities would be able to accommodate the construction waste from the Proposed Project that would be generated beyond the closure dates of the facilities identified above. This assumption is based on the fact that solutions to meet the solid waste disposal needs of Los Angeles County are continuously being sought at the regional level and the IWMP Siting Element includes specific regional goals and policies to provide for the long-term disposal needs of the County. Specific solutions to meet the solid waste disposal needs of the County consider the use of out-of-County/remote disposal facilities, and foster the development of transformation and other innovative solid waste disposal techniques as alternatives to landfill disposal.

Additionally, as stated in Section II, Project Description, the Los Angeles Community College District aims to achieve LEED™ certification (per the its U.S. Green Building Council's Leadership in Energy and Environmental Design Rating System) for all nine of its community college campuses. As such, the proposed construction activities would include the use of recycled materials in new construction and

**Table IV.H.4-2**  
**Estimated Construction and Demolition Debris**

Construction Activity	Size (sf)	Generation Rate (lbs/sf) <sup>a</sup>	Total Daily Generation (tons)
<b>Demolition</b>			
LATTC Buildings G, J, B and F	276,681 sf	155	21,443
Proposed Acquisition Parcels	19,600 sf	155	1,519
<b>Construction</b>			
Thirty-Year Master Plan	1,300,000 sf	3.92	2,548
<b>Total Construction &amp; Demolition Waste</b>			<b>25,510</b>
<b>Tons Per Year</b>			<b>850</b>
<b>Tons Per Day<sup>b</sup></b>			<b>3.4</b>
<sup>a</sup> Source: USEPA Report No. EPA530-98-010, "Characterization of Building Related Construction & Demolition Debris in the United States," July 1998. Generation rate is for "commercial" land use, which is considered to best represent the Proposed Project.			
<sup>b</sup> Based on 21 working days per month, or 252 working days per year.			
Source: Christopher A. Joseph & Associates, January 2005.			

would employ recycling efforts for all demolition activities to the maximum extent feasible. These efforts would substantially reduce the anticipated construction generated waste stream. Accordingly, impacts associated with construction solid waste would be reduced to less than significant levels.

### **Operation**

As shown in Table IV.H.4-3, daily operation of the Proposed Project is estimated to generate approximately 7.28 tons of solid waste per day. However this estimate is conservatively based on the total buildout of the Proposed Project, and does not account for the fact that the project would be incrementally built out over a 30-year period. Nevertheless, the anticipated increase in solid waste generation would not exceed the respective daily capacities of any of the three landfills that could potentially receive solid waste from the Project Site (see Table IV.H.4-1). Thus, impacts would be less than significant until the closure of the above-noted landfills, which would occur before Project buildout. However, as noted above, the IWMP Siting Element includes goals and policies to provide for the long-term disposal needs of the County and considers waste from future development in its planning process. The foresight of the Siting Element increases the likelihood that future solid waste facilities and techniques would adequately accommodate day-to-day waste from the Proposed Project. Furthermore, the Campus would continue to implement and perhaps expand its current mandatory recycling program further reducing the solid waste disposal needs of the Campus. Operational solid waste impacts are therefore considered less than significant.

**Table IV.H.4-3**  
**Estimated Operational Solid Waste Generation**

Development	Size (sf)	Generation Rate (lbs/day) <sup>a</sup>	Total Daily Generation (lbs/day)
<b>Existing Development</b>			
Five-Year Campus Plan	850,00 sf	7/1,000 sf	<b>5,950 (2.97 tons/day)</b>
<b>Proposed Project</b>			
Thirty-Year Master Plan	1,300,000 sf	7/1,000	<b>9,100 (4.55 tons/day)</b>
Less Existing Industrial Uses <sup>b</sup>	98,000 sf	5/1,000	<b>-490 (0.25 tons/day)</b>
<b>Total Daily Solid Waste Generation</b>			<b>14,560 (7.28 tons/day)</b>
<b>Proposed Project Net Increase in Daily Solid Waste Generation</b>			<b>8,610 (4.3 tons/day)</b>
<sup>a</sup> Integrated Waste Management Board, <i>Estimated Solid Waste Generation Rates for Institutions</i> , <a href="http://www.ciwmb.ca.gov/wastechar/wastegenrates/Institution.htm">http://www.ciwmb.ca.gov/wastechar/wastegenrates/Institution.htm</a> , January 19, 2005. Generation rate is for "school" land use. <sup>b</sup> City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981. Source: Christopher A. Joseph & Associates, January 2005.			

## CUMULATIVE IMPACTS

Development and implementation of the related projects within the study area would result in the generation of approximately 152,333 pounds (or approximately 76.2 tons) of solid waste per day. The Proposed Project would not contribute to a cumulative adverse impact to solid waste as there is currently adequate capacity at the regional landfills identified in Table IV.H.4-1 to accommodate the Proposed Project and the related projects identified herein. Upon project buildout in 2034, additional capacity to accommodate the cumulative disposal needs of the Proposed Project and related projects would become available as the City develops solutions to meet the future disposal needs at a regional level (e.g., expanding existing landfills, transporting waste to other landfills, converting waste to energy, recycling and waste reduction). Furthermore, similar to the Proposed Project, the related projects would be subject to the requirements of AB 939 (i.e., divert 70 percent of the solid waste generated from landfills through waste reduction, recycling and composting). Consequently, the cumulative solid waste impact is considered to be less than significant.

## MITIGATION MEASURES

The Proposed Project is not anticipated to result in any significant adverse impacts relating to the disposal of solid waste; therefore, no mitigation measures are required.



**Table IV.H.4-4**  
**Estimated Cumulative Solid Waste Generation**

	Project Name/Description <sup>a</sup>	Land Use	Size	Generation Rate (lbs/day) <sup>b</sup>	Total Daily Generation (lbs/day)
1.	Yee Yuan Laundry	Laundromat	n/a	n/a	n/a
2.	California Center Bank	Office	12.8 ksf	7/ ksf	89.6
3.	Car Wash and Retail Ctr.	Car Wash/Retail	7.1 ksf	5/ksf	35.5
4.	Hollytron Retail Store	Retail	23.5 ksf	5/ ksf	117.5
5.	Alameda District Plan	Office	8,200 ksf	7/ ksf	57,400
		Hotel	750 rm	2/ rm	1,500
		Apartment <sup>c</sup>	300 du	4/du	1,200
		Retail	250 ksf	5/ ksf	1,250
		Museum <sup>d</sup>	70 ksf	31.2/ ksf	2,184
6.	Staples Entertainment Center	Hotel	1,800 rm	2/rm	3,600
		Cinema <sup>d, e</sup>	3,600 seats	1/seat	3,600
		Theatre <sup>d, e</sup>	1,000 seats	1/seat	1,000
		Restaurant <sup>d</sup>	345 ksf	5/ ksf	1,725
		Retail	498 ksf	5/ ksf	2,490
		Office	165 ksf	7/ ksf	1,155
		Apartment	800 du	4/du	3,200
7.	Metropolis	Hotel	600 rm	2/ rm	1,200
		Office	1,600 ksf	7/ ksf	11,200
		Retail	223 ksf	5/ ksf	1,115
8.	LA Center Studios	Sound Stage <sup>f</sup>	249.3 ksf	5/ ksf	1,246.5
9.	Bar and Restaurant	Restaurant/Bar	5.3 ksf	5/ ksf	26.5
10.	Mixed Use	Residential/Commercial <sup>d</sup>	50 ksf	5/ ksf	250
11.	Dance Hall	Restaurant <sup>d</sup>	12.5 ksf	5/ ksf	62.5
12.	Condominium	Condominium	146 du	4/du	584
13.	Fast Food w/Drive-Thru	Fast Food <sup>d</sup>	2.5 ksf	5/ ksf	12.5
14.	Office/Specialty Retail	Office/Retail	12.6 ksf	7/ ksf	88.2
15.	LA Mart	Retail	250 ksf	5/ ksf	1,250
16.	Mixed Use	Retail	10 ksf	5/ ksf	50
		Apartment	146 du	4/du	584
17.	Manufacturing Facility	Manufacturing	216 ksf	62.5/ ksf	13,500
18.	Orthopedic H.S.	High School <sup>d</sup>	1,054 students	5/ student	5,720
19.	Restaurant/Night Club	Restaurant <sup>d</sup>	7.1 ksf	5/ ksf	35.5
20.	Medical Center/Clinic	Medical Center	31.7 ksf	7/ ksf	221.9
21.	High School	High School <sup>d</sup>	3,077 students	5/student	15,385
22.	Middle School	Middle School <sup>d</sup>	2,129 students	5/ student	10,645
<b>Total Solid Waste Generated by Related Projects</b>					<b>143,723</b>
<b>Plus Solid Waste Generated by Proposed Project</b>					<b>8,610</b>
<b>Total Cumulative Solid Waste Generation</b>					<b>152,333</b> (76.2 tons)

<sup>a</sup> Related projects list obtained from Kaku Associates, December 2004.

<sup>b</sup> Based on rates provided by the City of Los Angeles Bureau of Sanitation, Solid Waste Generation, 1981, unless otherwise noted.

<sup>c</sup> Used following rate: one apartment unit=approx. 1,000 sf.

<sup>d</sup> California Integrated Waste Management Board, Estimated Solid Waste Generation Rates, website: <http://www.ciwmb.ca.gov/WasteChar/WasteGenRates/default.htm>, January 21, 2005.

<sup>e</sup> Used restaurant seat rate.

<sup>f</sup> Used warehouse rate.

Source: Christopher A. Joseph & Associates, January 2005.

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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### I. TRANSPORTATION AND CIRCULATION

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#### ENVIRONMENTAL SETTING

The following section is based on the *Draft Traffic and Parking Study for the Los Angeles Trade Technical College* (Traffic Study), prepared by Kaku Associates, December 2004. The Traffic Study is contained in Appendix E to this EIR. The scope of analysis for the study was developed in conjunction with the City of Los Angeles Department of Transportation (LADOT). The base assumptions, technical methodologies, and geographic coverage of the study were all identified as part of the study approach.

The Traffic Study analyzes potential project-generated traffic impacts on the street system based on assumed completion of the Proposed Project in 2034. The study includes an analysis of the following traffic scenarios:

Existing (2004) Conditions - The analysis of existing traffic conditions intends to provide a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets and highways, traffic volumes, and operating conditions.

Future (2034) Cumulative Base Conditions - Future traffic conditions without the Proposed Project are projected for the year 2034. This analysis forecasts future traffic growth and estimates operating conditions that would be expected without the addition of project traffic by the year 2034.

Future (2034) Cumulative Plus Project Conditions - Traffic expected to be generated by the Proposed Project is added to the Cumulative Base traffic forecasts. These traffic projections are used to identify potential impacts of the operating conditions in the year 2034.

#### Existing Street System

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, the traffic volumes on these facilities, operating conditions at key intersections, and the current transit services in the study area.

LADOT identified the following 15 intersections to be analyzed for each of the scenarios described above:

1. Grand Avenue and 10 Westbound (WB)/17<sup>th</sup> Street
2. Grand Avenue and 10 WB/18<sup>th</sup> Street

3. Figueroa Street and Washington Boulevard
4. Flower Street and Washington Boulevard
5. Grand Avenue and Washington Boulevard
6. Olive Street and Washington Boulevard
7. Grand Avenue and 21<sup>st</sup> Street
8. Grand Avenue and 22<sup>nd</sup> Street
9. Figueroa Street and 23<sup>rd</sup> Street
10. Flower Street and 23<sup>rd</sup> Street
11. Grand Avenue and 23<sup>rd</sup> Street
12. Olive Street/Hill Street and 23<sup>rd</sup> Street
13. Flower Street and Adams Boulevard
14. SR-110 Northbound (NB) off-ramp and Adams Boulevard
15. Grand Avenue and Adams Boulevard.

Figure IV.I-1 illustrates the locations of the 15 analyzed intersections. As shown, the Project Site is bounded by Washington Boulevard to the north, Olive Street to the east, 23<sup>rd</sup> Street to the south, and Flower street to the west. Regional access to the Project Site is provided via the Harbor Freeway (SR-110) and the Santa Monica Freeway (I-10). The Harbor Freeway runs in a north-south direction and is located approximately 0.10 mile west of the Project Site. Freeway access is provided at Adams Boulevard. The Santa Monica Freeway (I-10) runs in an east-west direction, approximately 0.15 mile north of the Project Site. Freeway access is provided at Grand Avenue and at Los Angeles Street. The following briefly describes the major streets serving the project study area.

Washington Boulevard – Washington Boulevard is a major east-west arterial that provides two travel lanes in each direction, with the Los Angeles County Metropolitan Transportation Authority (LACMTA) Light Rail Blue Line running along the median. Washington Boulevard provides local and regional access to the Campus. Restricted parking is available on both sides of the street within the study area. The posted speed limit is 35 miles per hour (mph).

23<sup>rd</sup> Street – 23<sup>rd</sup> Street is an east-west collector street that provides one travel lane in each direction. Metered parking is allowed on both sides of the street within the study area.

Adams Boulevard – Adams Boulevard is a major east-west arterial. It provides two travel lanes in each direction. Metered parking is allowed on both sides of the street from Grand Avenue to Main Street.



Kaku Associates, December 2004.



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Figure IV.I-1,  
Location of Analyzed Intersections

Figueroa Street – Figueroa Street is a major north-south arterial. It provides two travel lanes in each direction. Parking is generally allowed on both sides of the street within the study area. The posted speed limit is 35 mph.

Flower Street – Flower Street is a major one-way arterial running south. It provides four travel lanes in the southbound direction. Flower Street provides direct access to the parking areas of the Project Site. Parking is allowed on both sides of the street.

Grand Avenue – Grand Avenue is a major north-south arterial. It provides three travel lanes, one lane in the northbound direction and two lanes in the southbound direction. Grand Avenue provides direct access to the Project Site. Parking is allowed on both sides of the street.

Olive Street – Olive Street is a secondary arterial. It provides four travel lanes in the northbound direction, north of Washington Boulevard. It provides two travel lanes in each direction south of Washington Boulevard. Parking is allowed on both sides of the street.

## **Existing Traffic Volumes and Levels of Service**

### ***Existing (2004) Traffic Volumes***

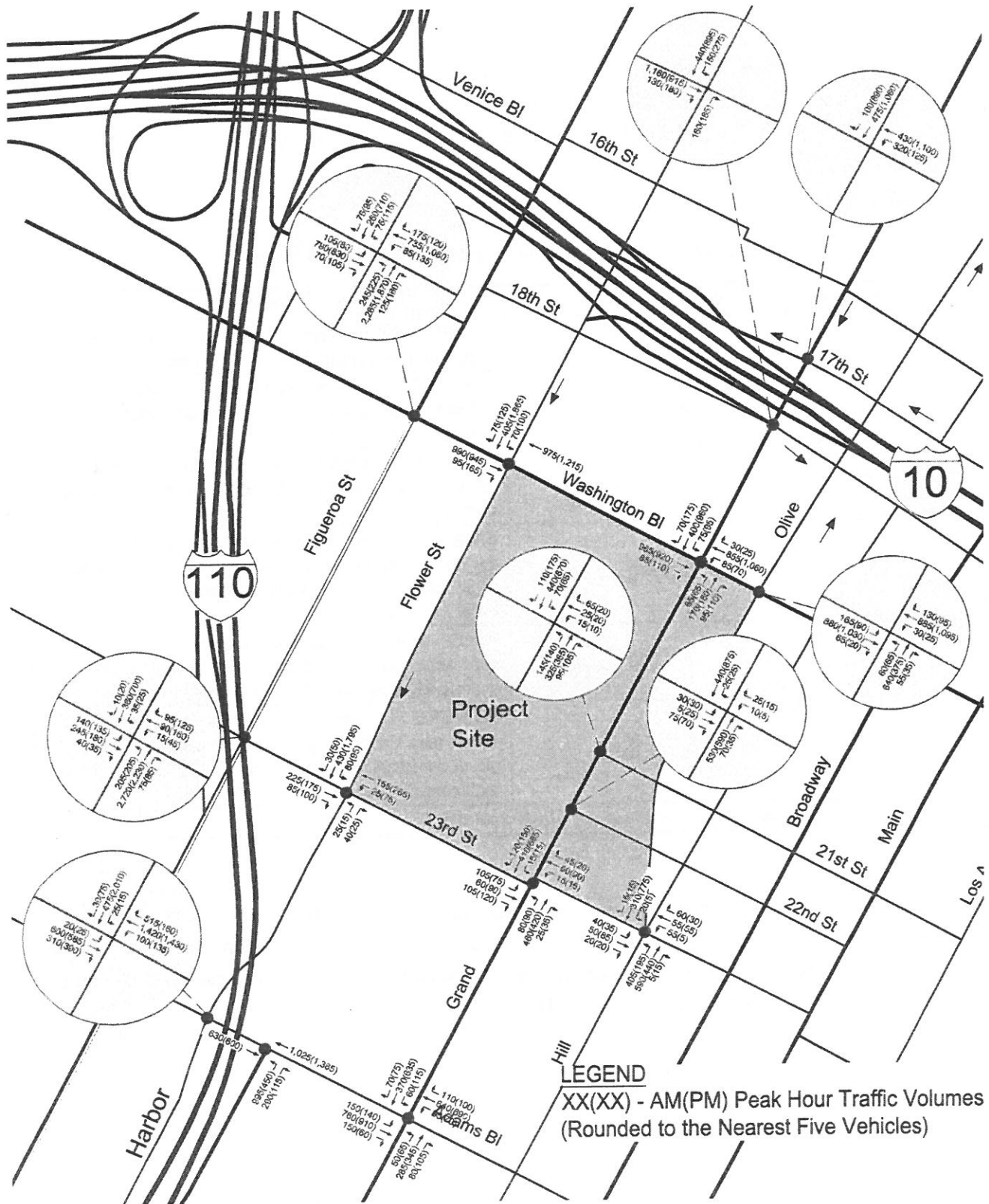
Peak hour traffic counts were collected for the Proposed Project in October 2004 for the following periods: the weekday morning peak hour (7:00 a.m. to 9:00 a.m.), the weekday afternoon peak hour (4:00 p.m. to 6:00 p.m.). Figure IV.I-2 illustrates the existing weekday morning and afternoon peak hour traffic volumes.

### ***Level of Service 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 overload conditions at LOS F. LOS definitions are provided below.

Thirteen of the 15 analyzed intersections are controlled by traffic signals. The “Critical Movement Analysis” (CMA) method of intersection capacity analysis was used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service for the turning movements and intersection characteristics at these signalized intersections. Table IV.I-1 defines the ranges of V/C ratios and corresponding levels of service for signalized intersections.





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Figure IV.I-2,  
 Existing Peak Hour Traffic Volumes

All of the signalized study intersections 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% (0.07 V/C adjustment) was applied to reflect the benefits of ATSAC control at these intersections.

**Table IV.I-1**  
**Level of Service Definitions for Signalized Intersections**

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	> 0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	> 0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	> 0.800 - 0.900	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	> 0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	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: Transportation Research Board, Highway Capacity Manual 2000.*

The two remaining intersections, at the main entrance and exit of the Campus along Grand Avenue at 21<sup>st</sup> Street and 22<sup>nd</sup> Street, respectively, were analyzed using the "Two-way Stop" method from the 2000 Highway Capacity Manual, which determines the average vehicle delay and the level of service (LOS) using the relationship indicated in Table IV.I-2.

**Table IV.I-2**  
**Level of Service Definitions for Stop-Controlled Intersections**

Level of Service	Average Vehicle Delay (seconds)
A	Less than or equal to 10.0
B	Greater than 10.0 and less than or equal to 15.0
C	Greater than 15.0 and less than or equal to 25.0
D	Greater than 25.0 and less than or equal to 35.0
E	Greater than 35.0 and less than or equal to 50.0
F	Greater than 50.0

*Source: Transportation Research Board, Highway Capacity Manual, Special Report 209, Third Edition, 2000.*

### ***Existing Levels of Service***

Table IV.I-3 summarizes the peak hour V/C ratio, or vehicle delay, along with the corresponding level of service at each of the study intersections under existing conditions. As shown in Table IV.I-3, all 15 of the intersections analyzed operate at acceptable conditions (i.e., LOS D or better) during the morning peak hour. Fourteen of the 15 intersections analyzed operate at acceptable conditions (i.e., LOS D or better) during the afternoon peak hour. The intersection of Grand Avenue & 21<sup>st</sup> Street operates at an unacceptable level (LOS F) during the afternoon peak hour.

### ***Existing Transit Service***

Numerous bus lines operated by six different transportation agencies as well as the Metro Blue Line operated by the LACMTA currently serve the study area. Thirty of the bus lines are operated by LACMTA; nine are operated by LADOT; other bus lines are operated by Torrance Transit, Foothill Transit, Gardena Municipal Bus Line, and Santa Monica Municipal Bus Line. These transit lines are described below and illustrated in Figure IV.I-3. LACMTA operates the following transit lines:

LACMTA Blue Line – The Metro Blue Line is a north-south light rail transit (LRT) line that travels from Long Beach to downtown Los Angeles. This line provides service to Long Beach, Carson, Rancho Dominguez, Lynwood, Vernon, and downtown Los Angeles. This line travels along Washington Boulevard. The Grand Station on Washington Boulevard is adjacent to the north of the Project Site.

LACMTA 14 - Line 14 is a local east-west line that travels from Beverly Hills to downtown Los Angeles. This line provides service to the Beverly Center, CBS Television City, 7<sup>th</sup> Station of the Metro Red Line and the Grand Station of the Metro Blue Line. It mainly travels along Grand Avenue, Olive Street, and Hill Street. It has stops on Grand Avenue to connect to the Project Site.

**Table IV.I-3**  
**Existing (2004) Intersection Peak Hour Levels of Service**

Intersection	Peak Hour	Existing	
		V/C or Delay	LOS
1. Grand Avenue & 10 Westbound Ramps/ 17 <sup>th</sup> Street	AM	0.258	A
	PM	0.665	B
2. Grand Avenue & 10 Eastbound Ramps/ 18 <sup>th</sup> Street	AM	0.370	A
	PM	0.409	A
3. Figueroa Street & Washington Boulevard	AM	0.714	C
	PM	0.731	C
4. Flower Street & Washington Boulevard	AM	0.352	A
	PM	0.685	B
5. Grand Avenue & Washington Boulevard	AM	0.600	A
	PM	0.723	C
6. Olive Street & Washington Boulevard	AM	0.581	A
	PM	0.522	A
7. Grand Avenue & 21 <sup>st</sup> Street <sup>a</sup>	AM	26.4 sec	D
	PM	overflow	F
8. Grand Avenue & 22 <sup>nd</sup> Street <sup>a</sup>	AM	15.7 sec	C
	PM	29.7 sec	D
9. Figueroa Street & 23 <sup>rd</sup> Street	AM	0.645	B
	PM	0.642	B
10. Flower Street & 23 <sup>rd</sup> Street	AM	0.299	A
	PM	0.623	B
11. Grand Avenue & 23 <sup>rd</sup> Street	AM	0.547	A
	PM	0.574	A
12. Olive Street / Hill Street & 23 <sup>rd</sup> Street	AM	0.478	A
	PM	0.423	A
13. Flower Street & Adams Boulevard	AM	0.461	A
	PM	0.697	B
14. 110 Northbound Off-Ramp & Adams Boulevard	AM	0.739	C
	PM	0.607	B
15. Grand Avenue & Adams Boulevard	AM	0.527	A
	PM	0.605	B

<sup>a</sup> Intersection is controlled by stop signs on all approaches; Highway Capacity Manual 2000 stop-controlled methodology was used to obtain average vehicle delay value (in seconds) for the intersection.

Source: Kaku Associates, December 2004.



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Figure IV.I-3,  
Existing Transit Lines



LACMTA 33 - Line 33 is a local east-west line traveling from Santa Monica to downtown Los Angeles via Venice, Culver City, and Los Angeles. It provides service along Venice Boulevard to the Patsaouras Transit Plaza and Union Station.

LACMTA 37, 38 - Lines 37 and 38 are local east-west lines that travel from the West Los Angeles Transit Center to downtown Los Angeles. These lines provide service to the 7<sup>th</sup> Station of the Metro Red Line and the Grand Station of the Metro Blue Line. They mainly travel along Grand Avenue, Olive Street, and Hill Street. They have stops on Grand Avenue to connect to the Project Site.

LACMTA 40 - Line 40 is a local north-south line that travels from the South Bay Transit Center to the Los Angeles International Airport (LAX) City Bus Center. This line provides service to Torrance, Lennox, Hyde Park, Leimert Park, the Los Angeles Memorial Coliseum & Sports Arena, the Interstate 105 (I-105) Station of the Metro Green Line, and the Metrolink Station of the Metro Red Line. This line mainly travels along Broadway and has stops adjacent to the Project Site.

LACMTA 42 - Line 42 is a local east-west line that travels from the LAX City Bus Center to downtown Los Angeles. This line provides service to Westchester, Inglewood, Windsor Hills, Crenshaw, the Los Angeles Memorial Coliseum and Sports Arena, and the Metrolink Station of the Metro Red Line. This line mainly travels along Broadway and has stops adjacent to the Project Site.

LACMTA 45, 46 - Lines 45 and 46 are local southwest-northeast lines that travel from Compton to Montecito Heights. These lines provide service to the Harbor Freeway/I-105 Station of Metro Green Line. These lines mainly travel along Broadway and have stops adjacent to the Project Site.

LACMTA Line 55 - Line 55 is a local north-south line that travels from Willow Brook to downtown Los Angeles. This line provides service to the Grand Station of the Metro Blue Line and the Imperial/Wilmington/Rosa Parks Station of the Metro Green Line. This line mainly travels along Grand Avenue. It has stops on Grand Avenue adjacent to the Project Site.

LACMTA 65 - Line 65 is a local east-west line that travels from California State University Los Angeles (CSULA) to downtown Los Angeles. This line provides service to City Terrace, the Los Angeles Convention Center, and the Grand Station of the Metro Blue Line. This line mainly travels along Washington Boulevard and ends at Figueroa Street. It has stops on Washington Boulevard to connect to the Project Site.

LACMTA 68 - Line 68 travels east-west between the Montebello Town Center Mall and the West Los Angeles Transit Center. Washington Boulevard and Cesar E. Chavez Avenue are the main streets used by this line, with stops at Flower Street and Washington Boulevard.

LACMTA 76 - Line 76 is a local east-west line that travels from El Monte to downtown Los Angeles. This line provides service to San Gabriel, Rosemead, Alhambra, Monterey Park, City Terrace, Lincoln Heights, University of Southern California (USC) Medical Center, the Civic Center Station of the

Metro Red Line, and the Grand Station of the Metro Blue Line. This line mainly travels along Grand Avenue, Washington Boulevard, and Olive Street. It has stops on Grand Avenue adjacent to the Project Site.

LACMTA 78, 79 - Lines 78 and 79 are local east-west lines that travel from Arcadia to downtown Los Angeles. These lines provide service to the Santa Anita Park Racetrack, Westfield Shoppingtown, Temple City, San Gabriel, San Marino, Alhambra, South Pasadena, El Sereno, Lincoln Heights, the Civic Center Station of the Metro Red Line, and the Grand Station of the Metro Blue Line. These lines mainly travel along Grand Avenue, 21<sup>st</sup> Street, and Olive Street. They have stops on Grand Avenue to connect to the Project Site.

LACMTA 81 - Line 81 is a local north-south line that travels from Eagle Rock to the Harbor Freeway/I-105 Station of the Metro Green Line and passes by downtown Los Angeles. This line provides service to Highland Park, the Southwest Museum, USC, the Los Angeles Coliseum and Sports Arena, Staples Center, the Los Angeles Convention Center, and the Harbor Freeway/I-105 Station of the Metro Green Line. This line mainly travels along Figueroa Street, and it has stops located adjacent to the Project Site.

LACMTA 96 - Line 96 is a local northeast-southwest line that travels from Sherman Oaks to downtown Los Angeles. This line provides service to Valley Village, Studio City, North Hollywood, Universal City, Toluca Lake, Burbank, Griffith Park, Silverlake, Glassell Park, Cypress Park, the Burbank Regional Transportation Center, the Los Angeles Zoo, and Universal Studios. This line mainly travels along 18<sup>th</sup> Street and along Grand Avenue and Olive Street. It has stops on 18<sup>th</sup> Street between Grand Avenue and Olive Street adjacent to the Project Site.

LACMTA 333 - Line 333 is a local east-west limited line traveling from Santa Monica to downtown Los Angeles via Venice, Culver City, and Los Angeles. It provides service along Venice Boulevard to the Patsaouras Transit Plaza and Union Station, with stops at Olive Street and Venice Boulevard and limited service, including Main Street and Venice Way to Venice Boulevard and Figueroa Street.

LACMTA 340 - Line 340 runs north-south with Hawthorne Boulevard limited service. On Broadway, line 340 has stops from Washington Boulevard to Martin Luther King Boulevard; on Crenshaw Boulevard from Martin Luther King Boulevard to Florence Avenue; on Florence Avenue from Crenshaw Boulevard to Prairie Street; and on La Brea Avenue, from Queen Street to the I-105 Hawthorne Station.

LACMTA 434 - Line 434 runs east-west from Malibu to downtown Los Angeles through Santa Monica. This line provides service to Malibu, Santa Monica, Patsaouras Transit Plaza, and Union Station. There are main stops along Pacific Coast Highway, Venice Boulevard, Grand Avenue, and Union Station.

LACMTA 439 - Line 439 is a local north-south line that travels from Torrance to downtown Los Angeles. This line provides service to Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, Westchester, the LAX City Bus Center, and the Kenneth Hahn State Recreation Center. This line mainly travels along the I-10 Freeway, exiting on 18<sup>th</sup> Street and traveling north on Olive Street. This line has stops located near the Project Site.

LACMTA 442 - Line 442 is a local north-south line that travels from Torrance to downtown Los Angeles. This line provides service to Lawndale, Hawthorne, Lennox, Inglewood, the Hawthorne/I-105 Station of the Metro Green Line, The Great Western Forum, the Los Angeles Coliseum and Sports Arena, the Los Angeles Convention Center, and Staples Center. This line mainly travels along Figueroa Street and has stops located near the Project Site.

LACMTA 444 - Line 444 is a local north-south line that travels from Rancho Palos Verdes to downtown Los Angeles. This line provides service to Rolling Hills Estates, Torrance, Redondo Beach, Lawndale, the Golden Cove Center, the Peninsula Center, Del Amo Fashion Center, South Bay Galleria, the Hawthorne/I-105 Station of the Metro Green Line, the Artesia Transit Center, the Los Angeles Convention Center, and Staples Center. This line mainly travels along the Harbor Freeway and exits on Figueroa Street. It has stops on Figueroa Street that provides service to the Project Site.

LACMTA 445, 446, 447 - Lines 445, 446, and 447 are local north-south lines that travel from San Pedro to downtown Los Angeles. These lines provide service to Ports O'Call Village, Wilmington, Los Angeles Harbor College, Harbor University of California at Los Angeles (UCLA) Medical Center, Carson, the I-105 Station of the Metro Green Line, the Los Angeles Convention Center, Staples Center, and USC. These lines mainly travel along the Harbor Freeway and exits on Figueroa Street. They have stops on Figueroa Street that provide service to the Project Site.

LACMTA 484 - Line 484 is an east-west route running from downtown Los Angeles to Pomona. This line provides service to downtown Los Angeles, El Monte, La Puente, Walnut, Industry, and Pomona. The main stops are Olive Avenue, Venice Boulevard, Union Station, and Holt Avenue.

LACMTA 485 - Line 485 run north-south from downtown Los Angeles to Altadena. They provide service to downtown Los Angeles, Alhambra, South Pasadena, Altadena, San Marino, Pasadena, and Altadena. Main stops include Olive Avenue, Venice Boulevard, Fair Oaks Avenue, and Lake Avenue.

LACMTA 489 - Line 489 runs east-west from downtown Los Angeles to Sierra Madre. This route provides service to Downtown Los Angeles, San Gabriel, Rosemead, Pasadena, and Sierra Madre. Major stops include Rosemead Boulevard, Temple City, Hastings Ranch, Olive Avenue and Venice Boulevard.

LACMTA 490 - Line 490 is an east-west route from CSU Fullerton to downtown Los Angeles. This line provides service to Brea, Diamond Bar, Pomona, Mt. San Antonio College, West Covina, Covina,

Baldwin Park, and El Monte. Main stops are provided along Grand Avenue and Venice Boulevard, the Brea Mall, Cal Poly Pomona, and the Lanterman Developmental Center.

LACMTA 603 - Line 603 is a local north-south line that travels from Glendale to downtown Los Angeles. This line provides service to the Glendale Galleria, the Grand Station of the Metro Blue Line, and the Westlake Station of the Metro Red Line. This line mainly travels on 23<sup>rd</sup> Street towards Grand Avenue. It has stops located adjacent to the Project Site.

LADOT operates the following lines. LADOT Commuter Express (LX) lines provide commuter services to the downtown Los Angeles area with limited stops. Dash provides local services.

LX413 - Line LX413 is a commuter express east-west line that travels from Van Nuys to downtown Los Angeles. This line provides service to North Hollywood and Burbank. This line mainly travels along Hill Street and ends at Washington Boulevard. It has a stop on Washington Boulevard adjacent to the Project Site.

LX419 - Line LX419 is a commuter express east-west line that travels from Chatsworth to USC and passes through downtown Los Angeles. This line provides service to Granada Hills, Mission Hills and downtown Los Angeles. This line mainly travels along Figueroa Street and has stops located adjacent to the Project Site.

LX422 - Line LX422 is a commuter express east-west line that travels from Thousand Oaks to USC and passes through downtown Los Angeles. This line provides service to the San Fernando Valley, West Lake Village, Agoura Hills, Warner Center, Woodland Hills, Van Nuys, Hollywood, the Music Center, the Los Angeles Convention Center, and USC. This line mainly travels along Figueroa Street and has stops located adjacent to the Project Site.

LX423 - Line LX423 is a commuter express east-west line that travels from Newbury Park to USC and passes through downtown Los Angeles. This line provides service to Thousand Oaks, the San Fernando Valley, West Lake Village, Agoura Hills, Warner Center, Woodland Hills, Van Nuys, Hollywood, the Music Center, the Los Angeles Convention Center, and USC. This line mainly travels along Figueroa Street and has stops located adjacent to the Project Site.

LX 430 - Line LX430 is a commuter express east-west route traveling from the Pacific Palisades to downtown Los Angeles. Line 430 provides service to Sunset Boulevard, the Veterans Administration (VA) Hospital Park and Ride Lot, Grand Avenue and Venice Boulevard, and Patsaouras Transit Plaza.

LX431 - Line LX431 is a commuter express east-west line that travels from Westwood to downtown Los Angeles. This line provides service to UCLA, Rancho Park, West Los Angeles, Palms, the Music Center, Library Square, the Transamerica Center, and California Hospital. This line mainly travels along the I-10 Freeway, exiting on 18<sup>th</sup> Street and traveling north on Olive Street. This line has stops on Olive Street adjacent to the Project Site.

LX437 - Line LX437 is a commuter express northwest-southeast line that travels from Venice to downtown Los Angeles. This line provides service to Marina Del Rey, Daniel Freeman Marina Hospital, Culver City, the Music Center, Library Square, the Transamerica Center, and California Hospital. This line mainly travels along the I-10 Freeway, exiting on 18<sup>th</sup> Street and traveling north on Olive Street. This line has stops on Olive Street adjacent to the Project Site.

LX438 - Line LX438 is a commuter express north-south line that travels from Redondo Beach to downtown Los Angeles. This line provides service to Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, USC, the 37th Street Transitway Station, the Convention Center, Staples Center, Library Square, the Music Center and City Hall. This line mainly travels along Flower Street and has stops located adjacent to the Project Site.

LX448 - Line LX448 is a commuter express north-east line that travels from Rancho Palos Verdes to downtown Los Angeles. This line provides service to the Peninsula Center, Rolling Hills Estates, Torrance Municipal Airport, South Coast Botanic, Lomita, Harbor City, the Kaiser Foundation, the Los Angeles Harbor, Wilmington, USC, the Los Angeles Convention Center, Staples Center, Library Square, the Music Center, and City Hall. This line mainly travels along the SR-110 Freeway, exiting on Figueroa Street. This line has stops located on Figueroa Street adjacent to the Project Site.

Dash B - Line Dash B is a north-south line running from Chinatown to the Financial District's Metro Center Station. Dash B travels mainly along Broadway, Temple Street, and Grand Ave.

Dash D - Line Dash D is a north-south line providing service from Union Station/Gateway Transit Center to South Park. Stops are provided at Washington Boulevard at Grand Avenue and Olive Street.

Dash F - Line Dash F is a local north-south line that travels from USC to downtown Los Angeles. This line provides service to the Los Angeles Convention Center, Staples Center, and the Los Angeles downtown Financial District. This line mainly travels along Figueroa Street and has stops located adjacent to the Project Site.

The following lines are operated by Torrance Transit and provide commuter services from Torrance to Los Angeles.

T1 - Line T1 is a north-south line that travels from Torrance Del Amo Fashion Center to downtown Los Angeles. This line provides service to Del Amo Fashion Center, Historic Downtown Torrance, Harbor-UCLA Medical Center, the Artesia Transit Center, the Harbor Transitway Station, the Imperial Highway Station of the Metro Green Line, and the downtown Los Angeles Civic Center. This line mainly travels along Olive Street and Hill Street, and it has stops located adjacent to the Project Site.

T2 - Line T2 is a north-south line that travels from Torrance Del Amo Fashion Center to downtown Los Angeles. This line provides service to Del Amo Fashion Center, South Bay Galleria, El Camino College, the Harbor Transitway Station, the Imperial Highway Station of the Metro Green Line, and



the downtown Los Angeles Civic Center. This line mainly travels along Olive Street and Hill Street, and it has stops located adjacent to the Project Site.

Foothill Transit operates the following lines:

FT 482 – Line 482 runs east-west from Los Angeles through Hacienda Heights to Pomona. Traveling mainly on Colima Road, Line 482 stops include Olive Street, Puente Hills Mall, Industry Metrolink, Lanterman Developmental Center, and Cal Poly Transit Center.

FT 486 – Line 486 is an east-west route from Puente Hills Mall to Los Angeles. Line 486 provides service to Cal Poly Pomona, Amar Road, El Monte Station, Cal State Los Angeles, USC Medical Center, and stops at Grand Avenue and Venice Boulevard.

FT 488 – Line 488 runs east-west from Glendora to Los Angeles. Line 488 provides service to West Covina, El Monte Busway Station, Cal State Los Angeles, USC Medical Center, and Grand Avenue and Venice Boulevard.

The following line is operated by Gardena Municipal Bus Lines:

GA 1 – Line 1 provides transportation from Gardena to Los Angeles. Stops are provided along Main Street and Washington Boulevard.

The following line is operated by Santa Monica Municipal Bus Lines:

SM 10 – Line 10 provides transportation from Santa Monica to Los Angeles. Stops are provided along Grand Avenue and Venice Boulevard.

A new LACMTA Exposition LRT line is proposed to travel near the Campus along Exposition Boulevard and either Flower Street or Hill Street that would provide additional mass transit service from downtown to Culver City.

#### **Future (2034) Cumulative Base Traffic Conditions**

To evaluate potential impacts of the Proposed Project on the local street system, it is necessary to develop estimates of future traffic conditions both with and without the Proposed Project. Forecasts of future traffic conditions without the Proposed Project, referred to as the “Cumulative Base” condition, reflect traffic increases due to general regional growth, or “ambient growth,” as well as traffic increases generated by other specific development projects in the vicinity of the Project Site, or “related projects.”

#### ***Ambient Growth in Traffic***

Traffic in the vicinity of the study area was estimated to increase based on growth comparisons of the Southern California Association of Governments (SCAG) model for the project area from 1997 to

2025. With the assumed completion year of 2034, the existing 2004 traffic volumes were adjusted upward by 20% to reflect this areawide regional growth for the next 30 years.

### ***Traffic Generated by Related Projects***

The second major source of traffic growth in the study area is expected from other future development projects in the area. These "related projects" are those planned developments expected to be completed within the same timeframe as the Proposed Project. Data describing related projects in the area was obtained from LADOT. A list of related projects in is provided in Table III-1 and map of related project locations is provided in Figure III-1. (See Section III. Environmental Setting.)

Trip Generation. Trip generation estimates for each of the related projects were obtained from the LADOT database. These estimates were developed using trip generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition. The related projects are expected to generate approximately 173,109 daily trips, of which 11,428 vehicles per hour (vph) would occur during the morning peak hour and 17,113 vph would occur during the afternoon peak hour.

Trip Distribution. The geographic distribution of the traffic generated by the related projects depends on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed developments are drawn, and the location of the related projects in relation to the surrounding street system. Using the factors mentioned, the distribution patterns were developed and used for the related projects.

Traffic Assignment. The trip generation estimates were assigned to the local street system using the trip distribution patterns described above. These volumes were then added to existing traffic volumes after the adjustment for ambient areawide growth, as described above. It was assumed that by 2034, 21<sup>st</sup> Street would become a "T" intersection with the elimination of the west leg of the intersection, while the east leg would remain stop-controlled. In addition, the main entrance to the Campus would be provided via the intersection of Grand Avenue and 22<sup>nd</sup> Street.

The resulting Future (2034) Cumulative Base peak hour traffic volumes are illustrated in Figure IV.I-4.

## **ENVIRONMENTAL IMPACTS**

### **Thresholds of Significance**

The City of Los Angeles Department of Transportation standard indicates that a project impact would be considered significant if the condition presented in Table IV.I-4 is met. Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the V/C ratio is less than 0.040.

However, if the intersection is operating at LOS F after the addition of project traffic and the incremental change in the V/C ratio is 0.010 or greater, the project would be considered to have a significant impact.

**Table IV.I-4**  
**Significant Project Traffic Impact, LADOT**

LOS	Final V/C Ratio	Project-Related Increase in V/C
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	> 0.900	Equal to or greater than 0.010

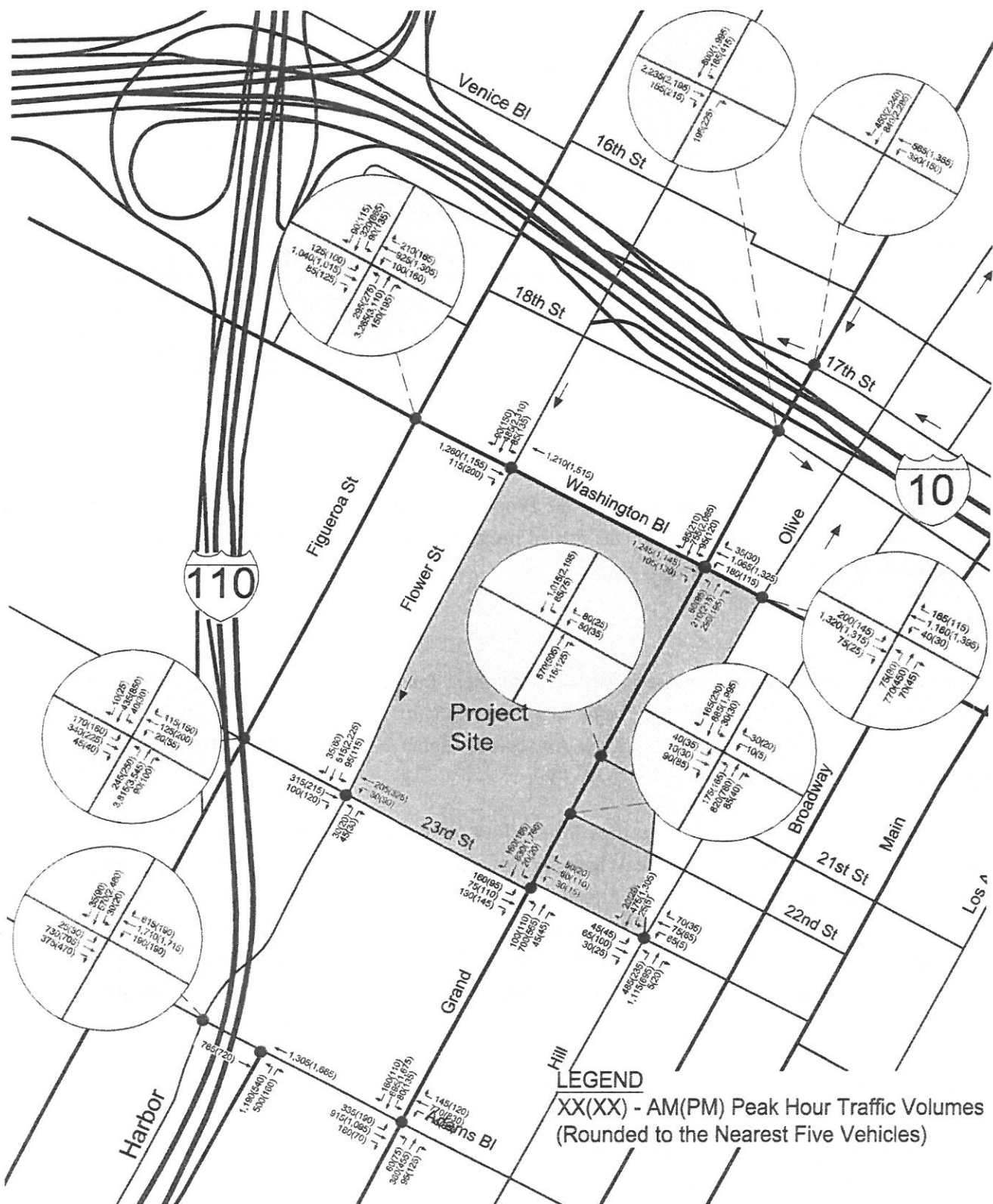
### **Project Traffic Volumes**

The process used to develop traffic forecasts for the Proposed Project involved the use of a three-step process, similar to that described above for the related projects. This process includes trip generation, trip distribution, and traffic assignment.

#### ***Trip Generation***

Trip generation for the proposed increase in student enrollment from the existing 15,000 to 21,300 for the next 30 years was obtained from the *Traffic and Parking Study for Los Angeles Trade Technical College* (2003 Traffic Study), prepared by Kaku Associates, March 2003. The 2003 Traffic Study is hereby incorporated by reference.

Table IV.I-5 shows the estimated net new trips for the Five-Year Campus Plan to be 463 vph for the morning and 842 vph for the afternoon peak hour for the additional student enrollments. No net new trips would be generated for the Proposed Project; however, campus-related trips would be rerouted due to the additional parking and school access locations provided by the Proposed Project. The 2003 Traffic Study compared trip rates based on national averages from the ITE Trip Generation, 6<sup>th</sup> Edition and trip rates derived empirically from campus driveway counts conducted in 2002. The trip rates derived empirically are much lower due to the Campus' location within the downtown area where bus and rail service is easily accessible. As mentioned above, 49 bus lines and the Metro LRT Blue Line serve the study area and are within walking distance from the Project Site. The frequency and close proximity of the transit service provides an alternative mode of transportation, which supports the project trip rates being much lower when compared to a typical community college without the same level of transit service. In addition, the Exposition LRT is currently proposed along Exposition Boulevard and either Flower Street or Hill Street that would connect downtown to Culver City, providing additional mass transit services to the Campus and reducing vehicle trips. However, for this analysis, traffic reduction from diversions or modal shift was not assumed, so as to be conservative in the estimates.



Kaku Associates, December 2004.



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Figure IV.I-4,  
 Future (2034) Cumulative Base  
 Peak Hour Traffic Volume

**Table IV.I-5**  
**Project Trip Generation Estimates**

Land Use	Size (students)	AM Peak Hour Trips			PM Peak Hour Trips		
		In	Out	Peak Hour Total	In	Out	Peak Hour Total
Existing Project Site	15,000	881	335	1,216	1,131	584	1,715
Five-Year Campus Plan Total Trips	21,300	1,217	462	1,679	1,705	852	2,557
Five-Year Campus Plan Net New Trips		(336)	(127)	(463)	(574)	(268)	(842)
Thirty-Year Master Plan Net New Trips	<b>21,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<i>Source: Kaku Associates, December 2004.</i>							

### ***Project Traffic Distribution***

Similar to the related projects, the geographic distribution of the traffic generated by the Proposed Project depends on several factors. These factors include the type and density of the proposed land use, the geographic distribution of population from which the students and employees of the proposed development are drawn, and the location of the Proposed Project in relation to the surrounding street system. The specific distribution pattern for the Proposed Project was developed based on zip code data of existing student attendance, provided by the Campus. This is illustrated in Figure IV.I-5.

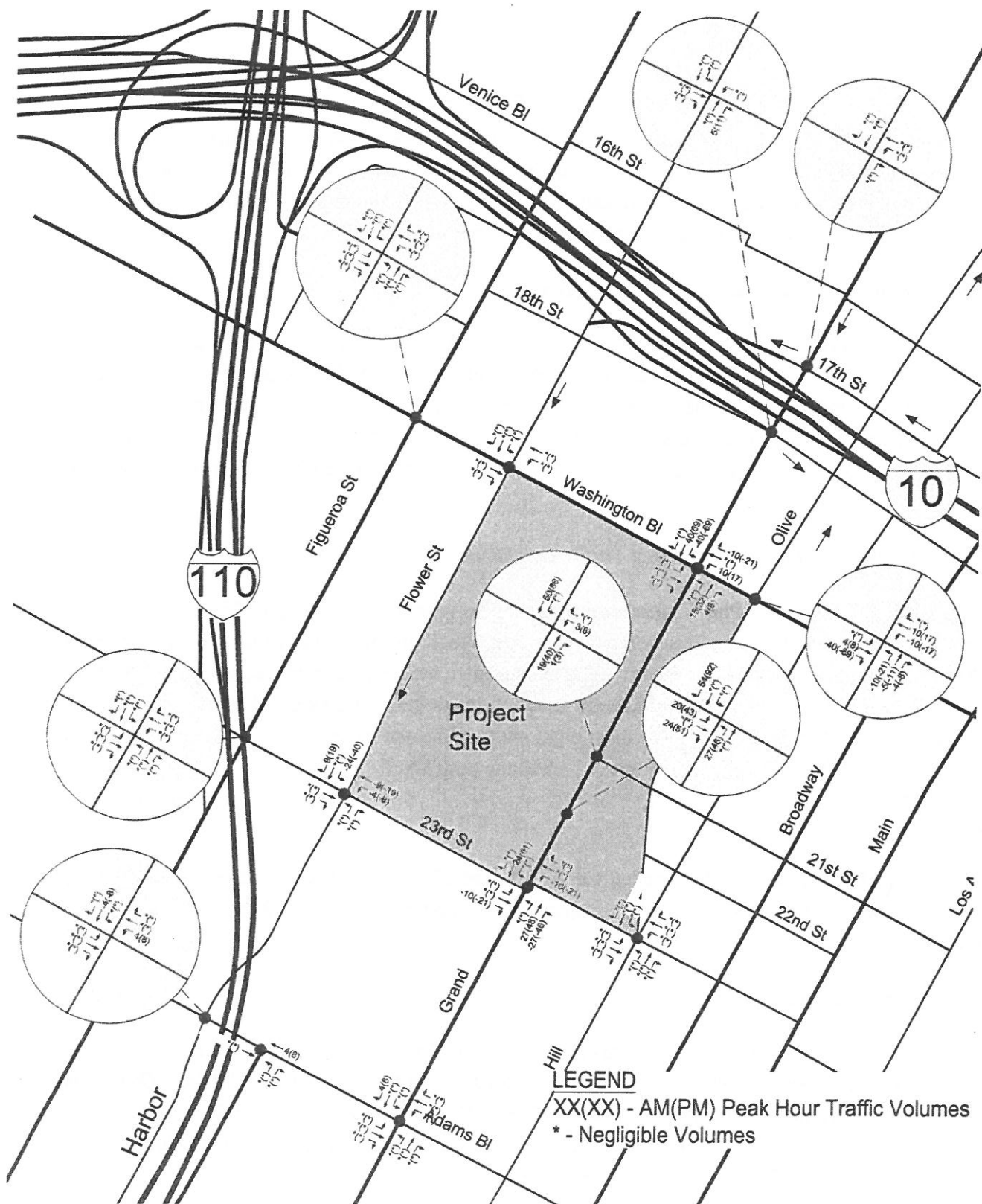
### ***Project Traffic Assignment***

The traffic expected to be generated by the Proposed Project was assigned to the street network using the distribution pattern described in Figure IV.I-5. While the Cumulative Base Conditions would provide additional routes for campus access via Grand Avenue and 22<sup>nd</sup> Street, the Proposed Project would provide additional vehicular access to existing and new parking structures via Flower Street, 23<sup>rd</sup> Street, Grand Avenue, and Olive Avenue. The Proposed Project would also involve the complete closure of the east leg of the intersection of Grand Avenue and 22<sup>nd</sup> Street. Project traffic assignment, therefore, was adjusted to reflect the new travel routes that would be used to access the Campus after the completion of the Proposed Project. Figure IV.I-6 illustrates the net increase in future traffic levels attributed to the Proposed Project.





Figure IV.1-5,  
Project Trip Distributions



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Figure IV.I-6,  
 Future (2034) Net Project Only  
 Peak Hour Traffic Volumes

### **Future (2034) Cumulative Plus Project Traffic Projections**

The traffic volumes generated by the Proposed Project were added to the Cumulative Base traffic projections to develop the Future (2034) Cumulative Plus Project traffic forecasts. Figure IV.I-7 illustrates the resultant traffic volumes that represent future conditions in the year 2034 with the addition of project traffic for the morning and afternoon peak hours.

### ***Future (2034) Cumulative Base Traffic Conditions***

The Future (2034) Cumulative Base peak hour traffic volumes were analyzed to determine the projected V/C ratio and level of service for the analyzed intersections. Table IV.I-6 summarizes the future levels of service. As indicated in Table IV.I-6, seven of the 15 study intersections are projected to operate at an acceptable level of service (LOS D or better) during both peak hours. The other eight intersections are projected to operate at unacceptable levels of service (LOS E or F) during one or both of the peak hours.

### ***Future (2034) Cumulative Plus Project Traffic Conditions***

The resulting Cumulative Plus Project peak hour traffic volumes, illustrated in Figure IV.I-7, were analyzed to determine the projected future operating conditions with the addition of the Proposed Project traffic. The results of the Future (2034) Cumulative Plus Project analysis, which are presented in Table IV.I-6, indicate that seven of the 15 analyzed intersections are expected to operate at LOS D or better during both peak hours. The other eight intersections are expected to operate at unacceptable levels of service (LOS E or F) during one or both of the peak hours.

### ***Project Impacts***

Using LADOT's criteria for determining the significance of the project traffic impacts, the Proposed Project was determined to have significant impacts at the intersection of Grand Avenue and Washington Boulevard.

### **Congestion Management Program**

This section presents the Congestion Management Program (CMP) transportation impact analysis. This analysis was conducted in accordance with the procedures outlined in the LACMTA's *Congestion Management Program for Los Angeles County*.<sup>1</sup> The CMP requires that when a traffic impact report is prepared for a project, traffic impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority, *Congestion Management Program for Los Angeles County*, July 2004.





**Table IV.I-6**  
**Future (2034) Plus Project Peak Hour Levels of Service**

Intersection	Peak Hour	Future (2034) Cumulative Base		Future (2034) Cumulative Plus Proposed Project			
		V/C or Delay	LOS	V/C or Delay	LOS	Project Increase in V/C or Delay	Significant Project Impact
1. Grand Avenue & 10 Westbound Ramps/ 17 <sup>th</sup> Street	AM	0.421	A	0.421	A	0.000	NO
	PM	1.254	F	1.254	F	0.000	NO
2. Grand Avenue & 10 Eastbound Ramps/ 18 <sup>th</sup> Street	AM	0.658	B	0.660	B	0.002	NO
	PM	0.910	E	0.910	E	0.000	NO
3. Figueroa Street & Washington Boulevard	AM	0.980	E	0.980	E	0.000	NO
	PM	1.057	F	1.057	F	0.000	NO
4. Flower Street & Washington Boulevard	AM	0.467	A	0.467	A	0.000	NO
	PM	0.867	D	0.867	D	0.000	NO
5. Grand Avenue & Washington Boulevard	AM	0.948	E	0.940	E	-0.008	NO
	PM	1.240	F	1.277	F	0.037	YES
6. Olive Street & Washington Boulevard	AM	0.755	C	0.755	C	0.000	NO
	PM	0.696	B	0.693	B	-0.003	NO
7. Grand Avenue & 21 <sup>st</sup> Street <sup>a</sup>	AM	0.529	A	0.607	B	0.078	NO
	PM	0.703	C	0.735	C	0.032	NO
8. Grand Avenue & 22 <sup>nd</sup> Street <sup>a</sup>	AM	0.616	B	0.607	B	-0.009	NO
	PM	0.843	D	0.827	D	-0.016	NO
9. Figueroa Street & 23 <sup>rd</sup> Street	AM	0.893	D	0.893	D	0.000	NO
	PM	0.934	E	0.934	E	0.000	NO
10. Flower Street & 23 <sup>rd</sup> Street	AM	0.402	A	0.402	A	0.000	NO
	PM	0.782	C	0.781	C	-0.001	NO
11. Grand Avenue & 23 <sup>rd</sup> Street	AM	0.820	D	0.806	D	-0.014	NO
	PM	1.039	F	1.027	F	-0.012	NO
12. Olive Street / Hill Street & 23 <sup>rd</sup> Street	AM	0.814	D	0.814	D	0.000	NO
	PM	0.655	B	0.655	B	0.000	NO
13. Flower Street & Adams Boulevard	AM	0.568	A	0.567	A	-0.001	NO
	PM	0.879	D	0.883	D	0.004	NO
14. 110 Northbound Off-Ramp & Adams Boulevard	AM	0.981	E	0.982	E	0.001	NO
	PM	0.760	C	0.763	C	0.003	NO
15. Grand Avenue & Adams Boulevard	AM	0.784	C	0.785	C	0.001	NO
	PM	1.022	F	1.025	F	0.003	NO

<sup>a</sup> Intersection is controlled by stop signs. Average vehicular delay in seconds is converted to V/C ratio using the CMA methodology, for the purpose of application of City of Los Angeles significance criteria.

Source: Kaku Associates, December 2004.



Based on the CMP criteria, the following locations need analysis:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the Proposed Project will add 50 or more trips to adjacent street traffic during either the weekday morning or afternoon peak hours.
- All mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the weekday morning or afternoon peak hours.

### ***CMP Significant Traffic Impact Criteria***

The LACMTA has established CMP TIA significance criteria indicating that a significant impact occurs when the Proposed Project's traffic increases demand at a CMP freeway facility or arterial monitoring location by two percent of capacity (i.e., V/C increase  $\geq 0.02$ ), causing the location to operate at LOS F (V/C > 1.00).

### ***CMP Arterial Intersection Analysis***

The nearest CMP arterial monitoring intersection to the Project Site is the intersection of Alameda Street and Washington Boulevard. Based on the incremental project trip generation estimates, the Proposed Project is not expected to add 50 or more new trips per hour to this location. Therefore, no further analysis of this CMP monitoring intersection is required. The nearest mainline freeway monitoring locations to the Project Site are the Santa Monica Freeway at Budlong Avenue and the Harbor Freeway at Slauson Avenue. Based on the incremental project trip generation estimates, the Proposed Project would not add 150 or more new trips per hour to these locations in either direction. Therefore, no further analysis of CMP freeway monitoring stations is required.

Freeway analyses using CMP guidelines however, were still performed at the Santa Monica Freeway north of the Project Site and at the Harbor Freeway west of the Project Site to determine the level of traffic added by the Proposed Project at nearby freeway segments.

Based on the traffic assignment developed in this study, about 65 morning project trips (47 northbound and 18 southbound) and about 105 afternoon project trips (71 northbound and 34 southbound) would be using the Harbor Freeway west of the Project Site. Approximately 70 morning project trips (20 eastbound and 50 westbound) and about 125 afternoon project trips (35 eastbound and 90 westbound) would be on the Santa Monica Freeway north of the Project Site. Based on the four-lane freeway capacity, the freeway segments near the Campus were estimated to have a capacity of 8,000 vph in each direction. Using the CMP criteria based on the increase in D/C ratio caused by the project traffic on the Santa Monica and Harbor Freeways, the Proposed Project would have a negligible impact on the freeway system as shown in Table IV.I-7.

**Table IV.I-7**  
**CMP Arterial Intersection Analysis**

Intersection	Direction	Peak Hour	Freeway Capacity	Project On-Traffic	Project Increase in Demand/Capacity (D/C)	Significant Project Impact
1. I-10 Santa Monica Freeway	Eastbound	AM	8,000	20	0.003	NO
		PM	8,000	35	0.004	NO
	Westbound	AM	8,000	50	0.006	NO
		PM	8,000	90	0.011	NO
2. SR-110 Harbor Freeway	Northbound	AM	8,000	47	0.006	NO
		PM	8,000	71	0.009	NO
	Southbound	AM	8,000	18	0.002	NO
		PM	8,000	34	0.004	NO
<sup>a</sup> Freeway capacity is assumed at four lanes with 2,000 vehicles per hour capacity per lane. Source: Kaku Associates, December 2004.						

### **Parking**

Parking needs for the Campus were determined using current data of the LATTC Campus and other community college campuses.

#### Existing Parking Supply

Currently, the Campus provides 1,690 parking spaces within and around the Campus. Table IV.I-8 provides the breakdown of each lot available for campus use. About 840 spaces are surface parking within the Campus. Approximately 550 spaces are off-site, which are located under the I-10 Freeway between Flower Street and Grand Avenue (500 spaces) and at Grand Olympic Auditorium (50 spaces for overflow only). Metered parking along 21<sup>st</sup> Street, Hope Street, and 22<sup>nd</sup> Street provides 50 spaces for campus use. In addition, approximately 250 metered parking spaces are available on-street within two blocks of the Campus. Based on the parking spaces available for campus use (1,690 spaces) and the current enrollment of 15,000 students, the current parking ratio is approximately 0.113 spaces per student.

#### Proposed Parking Supply

An increase of 1,100 parking spaces would be provided during the completion of the Five-Year Campus Plan through the construction of a new subterranean garage below the track and field, which would provide 700 spaces, and the construction of a new six-level parking structure on the east side of Grand Avenue, which would provide 400 spaces. The Five-Year Campus Plan would provide a parking ratio of 0.122 spaces per student based on the 21,300-student enrollment projection.

**Table IV.I-8  
Existing Parking Supply**

Parking Area	Access	Estimated Spaces Available
Lot A	17 <sup>th</sup> Street	497
Grand Olympic Auditorium Lot	Grand Avenue	50
Lot B <sup>a</sup>	Hope Street	92
Lot J	23 <sup>rd</sup> Street	52
Lot L		12
Lot M	Olive Street	47
Motorcycle & Catering Truck Area	21 <sup>st</sup> Street	40
Lot P	Grand Avenue	156
Roof Lot (Top of F Building)	21 <sup>st</sup> Street	393
Street Parking on "Horseshoe" <sup>a</sup>	Grand Avenue/21 <sup>st</sup> Street/22 <sup>nd</sup> Street	50
PTA Building Lot <sup>a</sup>		50
On-Street Metered Parking	One block from campus	251
<b>Total Parking Spaces Available</b>		<b>1,690</b>
<sup>a</sup> Planned to be eliminated as part of the Five-Year Campus Plan parking supply. Source: Kaku Associates, December 2004.		

The Proposed Project would eliminate the remaining on-campus parking spaces and add 1,800 parking spaces as follows: a 500 space six-level parking structure on the southwest quad of campus; a 300 space six-level parking structure on the northwest quad of campus; a 600 space six-level parking structure on the southeast side of Olive Avenue and 23<sup>rd</sup> Street; and an additional 400 spaces added to the six-level parking structure on the east side of Grand Avenue. The additional parking spaces would provide a total of approximately 3,750 parking spaces for campus use. Table IV.I-9, shows the Proposed Project parking supply inventory. By 2034, the Proposed Project would provide a parking ratio of 0.176 spaces per student based on the 21,300-student enrollment projection.

**Table IV.I-9  
Proposed Parking Supply**

Parking Area	Access	Estimated Spaces Available
Lot A	17 <sup>th</sup> Street	497
Grand Olympic Auditorium Lot	Grand Avenue	50
Grand Avenue/Flower Street Subterranean Garage	Grand Avenue/Hope Street	700
Olive Street Six-Level Parking Garage	Olive Street	800
Lot L		12
Olive Street/23 <sup>rd</sup> Street Six-Level Parking Garage	Olive Street/23 <sup>rd</sup> Street	600
Motorcycle & Catering Truck Area	21 <sup>st</sup> Street	40
Flower Street Six-Level Parking Garage (North Quad)	Flower Street	300
Flower Street Six-Level Parking Garage (South Quad)	Flower Street	500
On-street Metered Parking	One block from campus	251
<b>Total Parking Spaces Available</b>		<b>3,750</b>

*Source: Kaku Associates, December 2004.*

#### Parking Ratio and Trip Rate Comparisons

Empirical parking ratio data was collected from community colleges within the Los Angeles area. Los Angeles Southwest College has a parking ratio of 0.141 spaces per student while Pierce College has a parking ratio of 0.182 spaces per student. Based on empirical data, LATTC's existing parking supply equals 80% of Southwest College's parking supply and 62% of Pierce College's supply. Due to the heavy transit presence (i.e., Metro Blue Line and LACMTA buses) adjacent to the Campus, transit use is expected to be higher than at typical suburban community colleges. Thus, parking demand at LATTC is expected to be less than Southwest or Pierce College.

In addition, trip rate comparisons were also made between empirical data and the ITE trip generation. The actual (empirical) trip rates being generated by the Campus is only 67% of the ITE generated trip calculations. The presence of transit service adjacent to the Campus is assumed to be the reason for the lower vehicle trips. Therefore, lower trip generation would result in lower parking demand at LATTC.

Using the current campus parking ratio of 0.113 spaces per student, the Campus would require a total 2,410 parking spaces after the completion of the Proposed Project in 2034. As mentioned above, the Campus' trip rates and parking supply ratio are approximately 67% of a typical suburban community college such as Pierce College. Assuming LATTC is 67% of the Pierce College parking ratio, the Campus would need 0.122 spaces per student. The Proposed Project plans to provide 3,750 parking spaces, which results in a parking ratio of 0.176 spaces per student. Therefore, the Proposed Project's parking supply would be more than adequate to meet the expected parking demand.

## CUMULATIVE IMPACTS

Cumulative impacts are addressed under the Future (2034) Cumulative Base Plus Project analysis, above. As stated above, in 2034 the same number of intersections would be operating at acceptable levels of service both with and without the Proposed Project. Furthermore, both the Future (2034) Cumulative Base and the Future (2034) Cumulative Base Plus Project traffic conditions would result in a significant impact at the intersection of Grand Avenue and Washington Boulevard.

## MITIGATION MEASURES

Although all potential mitigation measures were considered for the Proposed Project, the analysis concentrated on those measures that could use the following criteria: improvements within the existing roadway section, improvements to the existing signal operations, and improvements requiring right-of-way acquisition. No physical or operational mitigation measure was feasible for the intersection of Grand Avenue and Washington Boulevard.

In response to the comments received by the City of Los Angeles Department of Transportation (LADOT), the following mitigation measure is recommended:

1. The College shall provide a construction work site traffic control plan to the Los Angeles Department of Transportation for its information 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.

## LEVEL OF SIGNIFICANCE AFTER MITIGATION

There is no feasible mitigation measure for the intersection of Grand Avenue and Washington Boulevard. Therefore, the traffic impacts to the intersection of Grand Avenue and Washington Boulevard would be significant and unavoidable.





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## V. ALTERNATIVES TO THE PROPOSED PROJECT

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### INTRODUCTION

As stipulated in the State CEQA Guidelines (Public Resources Code Section 21002.1(a)):

*“The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to a project, and to indicate the manner in which those significant effects can be mitigated or avoided (emphasis added).”*

More specifically, the State CEQA Guidelines (Section 15126.6) require an EIR to 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 discussion of alternatives, however, need not be exhaustive, but rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives that are deemed “infeasible.”

CEQA requires the alternatives analysis to include a No Project Alternative. The purpose of analyzing a 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 (State CEQA Guidelines Section 15126.6(e)(1)). The No Project Alternative should be based on the reasonably foreseeable future if the project is not approved, based on current plans and consistent with available infrastructure and community services. Additionally, in accordance with the Guidelines, the No Project Alternative analysis shall discuss existing conditions at the time the Notice of Preparation is published, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved. The discussion of the No Project Alternative is provided below.

As indicated above, project alternatives should feasibly be able to attain “most of the basic objectives of the project” (Section 15126.6(a)), even though implementation of the project alternatives might, to some degree, impede the attainment of those objectives or be more costly (Section 15126.6(b)). Therefore, for purposes of this alternatives analysis, and to compare the merits of an alternative’s ability to reduced environmental impacts and meet the project’s objectives, the following alternatives were defined and analyzed:

- The No Project Alternative;
- The Reduced Density Alternative; and
- The No Property Acquisition Alternative.

### **Alternatives Rejected as Being Infeasible**

Section 15126.6(c) of the CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly explain the reasons underlying the lead agency's determination. Any alternative involving an alternative project location were dismissed as being infeasible because the Project Site is an existing campus owned and operated by the Los Angeles Community College District. As such, relocation of the LATTC Campus to another area would represent a tremendous waste of existing resources and would generate additional impacts above and beyond those that would results from renovating and expanding the existing campus. From a feasibility and environmental perspective, relocation of the LATTC Campus was not considered. Additionally, as the objectives of the Proposed Project are to build upon the improvements planned and entitled as part of the Five-Year Campus Plan, the Alternatives analysis does not consider any alternative that would reduce future growth below that which is planned for in the Five-Year Campus Plan.

### **Assumptions and Methodology**

The anticipated means for implementation of the alternatives can influence the assessment and/or probability of impacts for those alternatives. For example, a project may have the potential to generate impacts, but considerations in project design may also afford the opportunity to avoid or reduce such impacts. The alternatives analysis is presented as a comparative analysis to the Proposed Project, and assumes that all applicable mitigation measures proposed for the project would apply to each alternative. Impacts associated with the alternatives are compared to project-related impacts and are classified as greater, less, or essentially similar to (or comparable to) the level of impacts associated with the proposed project.

The following alternatives analysis compares the potential environmental impacts of three alternatives with those of the Proposed Project for each of the environmental topics analyzed in detail in Section IV. Environmental Impact Analysis of the EIR.

### **Environmentally Superior Alternative**

Although the No Project Alternative would technically result in fewer impacts as compared to the Proposed Project and the other alternatives analyzed in this report, CEQA directs the lead agency to select another alternative as the environmentally superior alternative. Therefore, for purposes of this analysis, the Reduced Density Alternative is identified as the environmentally superior alternative. The Reduced Density Alternative would result in fewer environmental impacts as compared to the No Acquisition Alternative; especially with regard to operational traffic and air quality impacts.

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## V. ALTERNATIVES TO THE PROPOSED PROJECT

### A. NO PROJECT ALTERNATIVE

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For purposes of this analysis, the No Project Alternative would not involve the development of the Thirty-Year Master Plan. In most cases, a No Project Alternative implies that no new development would occur on a site as compared to existing conditions (at the time the NOP is published, or when the analysis is undertaken). However, pursuant to CEQA Guidelines Section 15126.6(e)(2), the no project analysis shall discuss the “existing conditions [...] as well as what would reasonably be expected to occur in the foreseeable future if the proposed project were not approved, based on current plans, and consistent with available infrastructure and community services.” In this instance, the Five-Year Campus Plan is an approved and entitled project and certain projects identified as part of the Five-Year Campus Plan are currently being constructed at the Project Site. Full buildout of the Five-Year Campus Plan is anticipated to occur by 2007. The Thirty-Year Master Plan is anticipated to commence at that point, building of the improvements and programmatic changes anticipated as part of the Five-Year Campus Plan. Therefore, if the Proposed Project does not go forward, no additional improvements beyond those identified as part of the Five-Year Campus Plan would be implemented.

As the environmental impacts of the Five-Year Campus Plan have previously been analyzed in the *Draft Environmental Impact Report for the Campus Master Plan 2002, Los Angeles Trade-Technical College* (“Certified Campus Plan 2002 EIR”), the environmental findings and conclusions of that EIR are considered representative of No Project Alternative conditions. They are hereby incorporated by reference and summarized below as appropriate for each respective environmental issue area.

#### **Aesthetics**

The Certified Campus Plan 2002 EIR determined that the Five-Year Campus Plan would not degrade the visual character or quality of the Project Site. The Five-Year Campus Plan was designed to improve the visual quality of the Project Site. Changes in lighting and glare associated with implementation of the Five-Year Campus Plan would not be substantial as compared to the existing lighting and glare features associated with the Project Site and the surrounding uses. The Certified Campus Plan 2002 ultimately concluded that the Five-Year Campus Plan had less-than-significant aesthetic impacts.

The Proposed Project is designed to build upon the improvements implemented in the Five-Year Campus Plan and by reorganizing the open space and departmental layout. In the absence of the proposed improvements of the Thirty-Year Master Plan, the Five-Year Campus Plan would result in greater open space areas, as the Thirty-Year Master Plan seeks to utilize many of the open space areas created by the Five-Year Campus Plan. Overall, aesthetic impacts would be considered less than significant; however, many areas of the Campus would remain underutilized.

### **Air Quality**

Implementation of the No Project Alternative would translate into the development of the Five-Year Campus Plan without the subsequent development of the Thirty-Year Master Plan. Therefore, air emissions related to construction would only occur throughout a five-year period of time under the No Project Alternative, rather than a 30-year period of time under the Proposed Project. As a consequence, fewer air emissions would be generated. Based on a worst-case scenario, construction of the Five-Year Campus Plan would potentially result in the emission of 109 lbs/day of nitrogen oxides (NO<sub>x</sub>), exceeding the South Coast Air Quality Management District (SCAQMD) threshold of 100 lbs/day. Operations of the project would potentially generate approximately 87 lbs/day of NO<sub>x</sub>, 167 lbs/day of reactive organic compounds (ROC), and 815 lbs/day of carbon monoxide (CO), exceeding the SCAQMD significance threshold for each constituent. Therefore, construction-related air quality impacts under the No Project Alternative would remain significant, but would be reduced as compared to the Proposed Project.

### **Geology and Soils**

Geologic and seismic hazards are dependent upon the inherent conditions of a site, such as soil type, proximity to faults, and groundwater level. Such site-specific details would be the same with implementation of either the No Project Alternative or the Proposed Project. The analysis in Section IV.C. Geology and Soils, considered the geologic and seismic hazards associated with the Project Site and concluded that with implementation of the appropriate mitigation measures, the Proposed Project would not expose people, property, or infrastructure to excessive geologic or seismically-induced hazards. Likewise, the Certified Campus Plan 2002 EIR determined that the Five-Year Campus Plan would not expose people, property, or infrastructure to excessive geologic or seismically-induced hazards. Therefore, impacts associated with the No Project Alternative would be less than significant and similar to those associated with the Proposed Project.

### **Hazardous Materials**

Section IV.D. Hazardous Materials concluded that other than typical cleaning solvents and chemicals used for the day-to-day operation and maintenance of the Campus, no hazardous materials would be used, transported, or disposed of with implementation of the Proposed Project. Such chemicals would be handled in accordance with the manufacturers' recommendations and all applicable standards and regulations. In addition, all identified asbestos containing materials (ACMs) would be removed prior to renovation or demolition activities. Overall, the Proposed Project would not have a significant impact with respect to hazardous materials.

The Certified Campus Plan 2002 EIR concluded that the Five-Year Campus Plan would not involve large quantities of hazardous materials, and those that are used would be limited to those typically used in construction, academic support, and standard maintenance activities. All hazardous materials would be contained, stored, and used in accordance with the manufacturers' instructions and handled in compliance with applicable standards and regulations. Any associated risk would be adequately reduced to a less-than-significant level through compliance with these standards. Therefore, hazardous material impacts



associated with the No Project Alternative would be less than significant and similar to those associated with the Proposed Project.

### **Land Use**

As compared to the Five-Year Campus Plan conditions, the Proposed Project would introduce additional educational facilities to the Project Site, and would remove or relocate several existing structures associated with the College. With respect to land use compatibility issues, the proposed land uses are similar in type and function to the facilities that are currently being developed under the Five-Year Campus Plan, since proposed development under both plans involves further infill and modernization of educational facilities on the existing LATTC Campus. Section IV.E. Land Use/Zoning states that the Proposed Project is substantially consistent with all of the land use plans, policies, and zoning designations for the Project Site. Likewise, the Certified Campus Plan 2002 EIR concluded that the Five-Year Campus Plan corresponds with the land use designation of the Southeast Los Angeles Community Plan and with the permitted uses of the existing zoning designation.

However, one notable difference between the Proposed Project and the No Project Alternative is the acquisition and development of properties east of Grand Avenue between 21<sup>st</sup> and 23<sup>rd</sup> Streets, which would only occur under the Proposed Project. This feature of the Proposed Project would improve the existing properties at this location, consequently encouraging educational opportunities and pedestrian activity in an area formerly characterized by industrial activity. The analysis in Section IV.E, Land Use/Zoning concluded that this component of the Proposed Project would serve as a beneficial land use impact by promoting the overall vision identified in the Southeast Los Angeles Community Plan, which aims to improve the function, design, and economic vitality of the commercial corridors. Because this beneficial impact would not occur under the No Project Alternative, land use impacts associated with the No Project Alternative would be greater than those associated with the Proposed Project, but still less than significant.

### **Noise**

Implementation of the No Project Alternative would translate into the development of the Five-Year Campus Plan without the subsequent development of the Thirty-Year Master Plan. Therefore, noise from construction activities would only occur throughout a five-year period of time under the No Project Alternative, rather than a 30-year period of time under the Proposed Project. Therefore, construction-related noise impacts under the No Project Alternative would be less than those associated with the Proposed Project.

Section IV.F. Noise determined that the Proposed Project would have a negligible noise impact on the ambient noise environment. In fact, the anticipated increase in the ambient noise level due to Project-related traffic would be so slight that it would not be perceptible to the human ear. In addition, with incorporation of planned design features, potential noise impacts from on-site stationary structures would be less than significant. As such, long-term operational noise impacts associated with the Proposed Project would not represent a substantial change from anticipated existing conditions. Therefore,

operational noise impacts associated with the No Project Alternative would be less than significant and similar to those associated with the Proposed Project.

## **Public Services**

### ***Police Protection***

The Proposed Project would not increase the population on campus above that already projected under the Five-Year Campus Plan. As a result, the number of police needed to provide security for the Campus would not be expected to increase over time due specifically to the development of the Proposed Project. Nonetheless, responses to larceny, burglary, and vehicle theft on-site, and aggravated assault, vehicle theft, and robbery off-site would be anticipated to escalate, to some degree, as a result of the increase in on-site activity and increased traffic on adjacent streets and arterials. However, adherence to the recommended mitigation measures in Section IV.G.1. Police Protection would ensure that impacts to police protection services would remain less than significant. Likewise, the Certified Campus Plan 2002 EIR concluded that the Five-Year Campus Plan would have a less-than-significant impact on police protection services. Therefore, while impacts to police protection services would be less than significant under both scenarios, impacts under the Proposed Project would be slightly greater than those under the No Project Alternative due to the anticipated increase in on-site activity and traffic on adjacent streets.

### ***Fire Protection***

The Proposed Project would result in the buildout and densification of the Project Site, including the construction of several new academic and administrative buildings, four new multi-level parking structures, as well as recreational, pedestrian, and access improvements. Therefore, the potential for fire-related emergencies would be greater due to the increase of building square footage that would have the potential to catch on fire. However, adherence to the recommended mitigation measures in Section IV.G.2. Fire Protection would ensure that impacts to fire protection services would remain less than significant. Likewise, the Certified Campus Plan 2002 EIR concluded that the Five-Year Campus Plan would have a less-than-significant impact on fire protection services. Therefore, while impacts to fire protection services would be less than significant under both scenarios, impacts under the Proposed Project would be slightly greater than those under the No Project Alternative due to the increase of building square footage that would increase the potential for fire-related incidents.

## **Utilities**

### ***Energy Conservation***

The Proposed Project would result in the buildout and densification of the Project Site, including the construction of several new academic and administrative buildings, four new multi-level parking structures, as well as recreational, pedestrian, and access improvements. Therefore, additional electricity and natural gas infrastructure would be required in order to hook up the new buildings to existing lines. However, adherence to the recommended mitigation measures in Section IV.H.1. Energy Conservation would

ensure that impacts to electricity and natural gas services would remain less than significant. Likewise, the Certified Campus Plan 2002 EIR concluded that the Five-Year Campus Plan would have a less-than-significant impact on utility services. Therefore, while impacts to electricity and natural gas services would be less than significant under both scenarios, impacts under the Proposed Project would be slightly greater than those under the No Project Alternative due to the associated requirement for the construction of additional infrastructure.

### ***Sewer and Wastewater Treatment***

The Proposed Project would result in the buildout and densification of the Project Site, including the construction of several new academic and administrative buildings, four new multi-level parking structures, as well as recreational, pedestrian, and access improvements. Therefore, additional wastewater conveyance infrastructure would be required in order to hook up the new buildings to existing lines. However, the analysis in Section IV.H.2. Sewer and Wastewater Treatment concluded that even with the construction of such infrastructure, impacts to wastewater service would be less than significant. Likewise, the Certified Campus Plan 2002 EIR concluded that the Five-Year Campus Plan would have a less-than-significant impact on utility services. Therefore, while impacts to wastewater service would be less than significant under both scenarios, impacts under the Proposed Project would be slightly greater than those under the No Project Alternative due to the associated requirement for the construction of additional infrastructure.

### ***Water Conservation***

The Proposed Project would result in the buildout and densification of the Project Site, including the construction of several new academic and administrative buildings, four new multi-level parking structures, as well as recreational, pedestrian, and access improvements. Therefore, additional water conveyance infrastructure would be required in order to hook up the new buildings to existing lines. However, adherence to the recommended mitigation measures in Section IV.H.3. Water Conservation would ensure that impacts to water service would remain less than significant. Likewise, the Certified Campus Plan 2002 EIR concluded that the Five-Year Campus Plan would have a less-than-significant impact on water services. Therefore, while impacts to water service would be less than significant under both scenarios, impacts under the Proposed Project would be slightly greater than those under the No Project Alternative due to the associated requirement for the construction of additional infrastructure.

### ***Solid Waste and Disposal***

Implementation of the No Project Alternative would translate into the development of the Five-Year Campus Plan without the subsequent development of the Thirty-Year Master Plan. As shown in Table IV.H.4-2 in Section IV.H.4. Solid Waste and Disposal, the Thirty-Year Master Plan would generate approximately 850 tons per year of construction-related solid waste beyond the waste that would be generated by construction of the Five-Year Campus Plan. Therefore, as compared to the No Project Alternative, construction of the Proposed Project would generate an increased amount of construction and demolition debris that would need to be disposed of at area landfills. In addition, as shown in Table

IV.H.4-3 in Section IV.H.4. Solid Waste and Disposal, buildout of the Five-Year Campus Plan would cause a daily waste generation of 2.97 tons per day, while buildout of the Thirty-Year Master Plan would cause a daily waste generation of 4.3 tons per day. Therefore, while impacts to solid waste and disposal services would be less than significant under both scenarios, impacts under the Proposed Project would be slightly greater than those under the No Project Alternative due to the planned construction of additional waste-generating facilities throughout the Campus.

### **Transportation and Circulation**

The Certified Campus Plan 2002 EIR concluded that the Five-Year Campus Plan would generate approximately 463 new trips during the morning peak hour and 842 new trips during the afternoon peak hour, causing significant impacts at the following intersections:

- Grand Avenue and I-10 Westbound (WB) ramps at 17<sup>th</sup> Street;
- SR-110 Northbound (NB) off-ramp and Adams Boulevard;
- Grand Avenue at Washington Boulevard;
- Grand Avenue at Adams Boulevard;
- Grand Avenue and 22<sup>nd</sup> Street; and
- Grand Avenue and 23<sup>rd</sup> Street

For four of the identified intersections, no physical or operational mitigation measures were considered feasible to mitigate the anticipated impacts of the Five-Year Campus Plan to a less-than-significant level; therefore the Statement of Overriding Considerations was adopted for the Certified Campus Plan 2002 EIR to address this issue.

The Proposed Project includes a number of circulation and parking improvements that would change the Project Site's traffic-related characteristics as compared to the Five-Year Campus Plan conditions. Most importantly, the Thirty-Year Master Plan would distribute approximately 1,400 additional parking spaces throughout a series of added parking structures, improve of pedestrian arterials, create a central receiving delivery system, and the enhancement of major north-south arterials including Grand Avenue. Consequently, the Proposed Project was determined to have a significant traffic impact at only one intersection for which there are no feasible mitigation measures (i.e., the intersection of Grand Avenue and Washington Boulevard). As such, traffic impacts under the No Project Alternative would be greater than those of the Proposed Project because the No Project Alternative would fail to implement the substantial circulation and parking improvements that are included in the Thirty-Year Master Plan.

### **ABILITY TO MEET THE PROJECT OBJECTIVES**

The No Project Alternative would completely avoid the anticipated construction and operational impacts that would occur with implementation the Proposed Project. However, No Project Alternative would fail to meet any of the Project Applicant's stated objectives. Most notably, the No Project Alternative would

not complete the precisely planned pattern of development that has been initiated by the Five-Year Campus Plan, which doubles the amount on-campus open space while simultaneously setting the stage for the potential tripling of gross building area in the long-term. Failure to develop the Thirty-Year Master Plan would result in an accumulation of mismatched, inefficiently utilized space that was originally planned for infill and reorganization. In addition, without development of the Thirty-Year Master Plan, the College would not be able to adequately provide the educational and vocational services demanded by the surrounding community. Therefore, while the No Project Alternative is environmentally superior to the Proposed Project, it is not a preferred alternative.





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## V. ALTERNATIVES TO THE PROPOSED PROJECT

### B. REDUCED DENSITY ALTERNATIVE

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For purposes of this analysis, the Reduced Density Alternative assumes a twenty-five percent (25%) reduction in buildout as compared to the proposed level of development contemplated in the Thirty-Year Master Plan. This alternative would generally entail the Thirty-Year Master Plan as proposed, yet would propose a reduction in building area for each respective project proposed within the Thirty-Year Master Plan. This would either be accomplished by a reduction in floor levels or a reduction in building footprint area, and would likely be a combination of both as necessary to accomplish the College's programmatic objectives. In general, this Alternative would result in a future buildout of approximately 975,000 square feet of instructional and office space beyond that which is provided by the Five-Year Campus Plan. As compared to the Thirty-Year Master Plan, this Alternative results in a net reduction of 325,000 square feet of building area. With respect to projected student enrollment, the student enrollment projections of the Thirty-Year Master Plan are consistent with those projected for the Five-Year Campus Plan. Accordingly, the student growth projections for the Reduced Density Alternative would not differ from either scenario and would be based on a future enrollment of 21,000 students by the completion of the 30-year project buildout date.

#### **Aesthetics**

Alternations to public views under this alternative would be generally the same as envisioned for the Proposed Project. While this alternative would include an approximate twenty-five percent reduction in floor area, the building placement, orientation, and organizational arrangement would likely be substantially similar to that which is proposed under the Thirty-Year Master Plan. With respect to the spatial arrangement of the campus, the Reduced Density Alternative would be consistent with the departmental and open space design that is set forth in the Five-Year Campus Plan. The principal change to aesthetics and views would occur with respect to scale and massing as the proposed structures would likely be reduced by approximately one-quarter size to accommodate the reduction in floor area. Under both scenarios, aesthetic impacts would be considered less than significant as the scale and massing of the proposed structures are consistent with the existing structures on the Campus. In addition, the level of light and glare would be substantially consistent under either scenario. Overall, aesthetic impacts would be considered less than significant.

#### **Air Quality**

Similar to the Proposed Project, construction of the Reduced Density Alternative would generate pollutant emissions from the following construction activities: (1) grading and excavation, (2) construction workers traveling to and from Project Site, (3) delivery and hauling of construction supplies and debris to and from the Project Site, (4) the fuel combustion by on-site construction equipment, and (5) architectural coating. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Mobile source emissions (use of diesel-fueled equipment on-site, and traveling to and from the Project Site) would primarily generate NO<sub>x</sub> emissions. Paving and

architectural coatings would primarily result in the release of ROC emissions. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary, depending on the number of buildings that are being constructed at the same time and the type of construction activities occurring at the same time. However, construction related air quality emissions would be reduced under this Alternative as the level of construction activity would be reduced in an amount proportionate to the level of construction proposed (i.e., approximately twenty percent). Construction activities are expected to occur on an intermittent and project-by-project basis over a period of 30 years.

Construction of the Proposed Project would generate ROG and NO<sub>x</sub> emissions that exceed SCAQMD thresholds for construction activities. ROG and NO<sub>x</sub> emissions were calculated to be 153 lbs/day and 168 lbs/day, respectively. Assuming a 25-percent reduction in the level of construction activities, the net construction-related emissions would be reduced to 115 lbs/day and 126 lbs/day respectively for ROG and NO<sub>x</sub> emissions. These emission estimates would still exceed SCAQMD thresholds levels and would thus be considered significant and unavoidable for these two criteria pollutants. As such, the Reduced Density Alternative would result in significant and unavoidable regional air quality impact related to construction activities and impacts would be the same as the Proposed Project.

The operational emissions for the Proposed Project concluded emissions for NO<sub>x</sub>, CO, SO<sub>x</sub> and PM<sub>10</sub> pollutants would not be significant. However, the Proposed Project would exceed the SCAQMD's thresholds for ROG emissions. As ROG emission estimates are closely tied to the projected student enrollment, which would not change under this Alternative, daily operational emissions would be similar to the Proposed Project. Therefore, the operational air quality impacts of the Reduced Density Alternative would be the same as concluded under the Proposed Project and impacts would be significant and unavoidable.

## **Geology/Soils**

### *Faulting and Seismicity*

Since no known or mapped active, potentially active, or inactive faults would trend toward or directly through the project site area and since the project site does not lie in a designated Earthquake Fault Rupture Hazard Zone, the potential for direct surface fault rupture on the Project Site is considered very unlikely. Thus, impacts associated with implementation of the Reduced Density Alternative would be similar to those identified for the Thirty-Year Master Plan relative to the seismic displacement of structures on the project site. As no known geotechnical hazards are presumed to exist beneath the Campus, impacts would be less than significant.

### *Ground Shaking*

The degree of ground shaking experienced on the project site depends on the location of the earthquake's epicenter relative to the project site, in addition to the earthquake's magnitude. The nature and extent of hazards associated with seismically-induced ground shaking would be the same under the Reduced Density Alternative as they would under the Proposed Project as the same number of individuals would

be on campus. However, present building codes and construction practices are intended to minimize structural damage to buildings and loss of life as a result of a moderate or major earthquake. As such, significant impacts associated with an increased threat to public safety or destruction of property by ground shaking is not expected to occur with the development of either the Reduced Density Alternative or the Proposed Project.

### **Hazardous Materials/Risk of Upset**

#### *Routine Transport, Use, or Disposal of Hazardous Materials*

Similar to the Proposed Project, the construction and operational activities associated with the Reduced Density Alternative would be substantially similar to those that are already occurring on the LATTC Campus, and envisioned in the Five-Year Campus Plan, and would not introduce any uses that are substantially different in structure or function. Cleaning solvents, pesticides, and other similar chemicals would continue to be used for the routine maintenance of the Campus. Other than the typical cleaning solvents and chemicals used for the day-to-day operation and maintenance of the Campus, no other hazardous materials would be used, transported, or disposed of with implementation of the Proposed Project. These chemicals would be handled in accordance with the manufacturers' recommendations and all applicable standards and regulations. Therefore, impacts related to the routine transport, use, or disposal of hazardous materials throughout the Project Site would be less than significant and the same under this Alternative.

#### *Accidental Release of Hazardous Materials*

Impacts associated with potential accidental releases of hazardous materials are site specific with respect to the extent of contamination within the boundaries of the site. As the Reduced Density Alternative would involve new development within the same boundaries as analyzed under the Thirty-Year Master Plan, the level of impacts associated with hazards would be the same. As concluded in Section IV.D, Hazardous Materials, impacts associated with the accidental release of hazardous materials was concluded to be less than significant. Therefore, impacts would be the same and less than significant under this alternative.

#### *Oil and Gas Fields*

As discussed in Section IV.D, Hazardous Materials, the northwest corner of the Project Site is within the boundaries of the Los Angeles Downtown Field, while the remaining portion of the Campus is located in the Las Cienegas Field. Methane and VOC levels within these properties were determined to be within acceptable ranges, and no further investigation was warranted. Although excavation activities are not proposed within this area, site plans could conceivably be amended during the thirty-year time period to include ground-disturbing activities. Therefore, the same mitigation measures recommended in Section IV.D, Hazardous Materials is recommended to reduce this potentially significant impact to a less-than-significant level.

### *Soil Investigations*

An accidental release of hazardous materials may occur if ground contamination is known to exist under the site, particularly if excavation or other ground-disturbing activities are proposed. Although excavation is not proposed under the Reduced Density Alternative, site plans could conceivably be amended during the thirty-year time period to include ground-disturbing activities. Soil samples collected at the proposed acquisition property for the Phase II ESA February 24, 2003 revealed that TPH, VOC, and heavy metal levels were in acceptable ranges. As no ground contamination was uncovered, impacts are considered less than significant at this property. Soil samples for the Phase II ESA February 24, 2003, which were collected at 41 locations within the portion of the Project Site bounded by Washington Boulevard to the north, Grand Avenue to the east, 23<sup>rd</sup> Street to the south, and Flower Street to the west, revealed that ground contamination was not present within this area in levels that exceeded acceptable thresholds. Therefore, ground contamination impacts are considered less than significant within this main campus area.

### *Asbestos-Containing Materials (ACMs) and Lead-Based Paint (LBP)*

An accidental release of hazardous materials may occur if proposed demolition or renovation activities involve structures that may house hazardous materials, particularly ACMs and/or LBP. The Reduced Density Alternative would involve the same level of demolition of several buildings on the existing campus, as well as the demolition of the existing industrial properties on the proposed acquisition property. Due to the ages of the structures that are proposed for demolition, the probability for these buildings to contain LBP and ACMs is considered high. Therefore, a potentially significant impact exists with respect to the release of hazardous materials, and the same mitigation measures recommended in Section IV.D, Hazardous Materials, are recommended under the Reduced Density Alternative to reduce impacts to a less-than-significant level.

### *Proximity to a School*

The Project Site is adjacent to the Orthopedic Hospital Medical Magnet High School, located at 300 West 23<sup>rd</sup> Street, directly south of the LATTC Campus. As discussed in Section IV.D, Hazardous Materials, aside from materials currently used on site associated with various vocational programs and cleaning solvents and chemicals used for the day-to-day operation and maintenance of the Campus, no other hazardous materials would be used, transported, or disposed of with implementation of the Proposed Project. Therefore, the Reduced Density Alternative would not expose students at the Orthopedic Hospital Medical Magnet High School to hazardous or acutely hazardous emissions, materials, substances, or waste. Impacts would be less than significant.

### *Hazardous Sites*

As discussed in Section IV.D, Hazardous Materials, the Phase I ESAs identified one hazardous site listed on the CAL-SITES database and one hazardous site listed on the CA-SLIC database, both of which are within the ASTM search radius from the Project Site. Because of the hydrologically upgradient locations



of the identified sites and their close proximities to the Project Site, if a release of chemicals at either site were to impact the groundwater beneath the site, the contaminated groundwater plume would have the potential to migrate beneath the LATTC Campus. This could represent a potentially significant impact if the Proposed Project includes groundwater discharge, which would expose potentially contaminated groundwater to the public.

The historical high groundwater level at the Project Site is expected to be greater than 75 feet below the ground surface. Perched groundwater was encountered during a boring excavation at a depth of 40 feet. The two-level subterranean parking structure under the track and field is included as part of the Five-Year Campus Plan, which has already undergone environmental review and has since been approved. It is not anticipated that this structure would necessitate dewatering. However, if future revisions to the proposed site plans include subterranean structures or otherwise involve groundwater discharge to the Project Site, the contamination risks discussed above would constitute a potentially significant impact. Therefore, mitigation measures are recommended to ensure that any potential future revisions to the proposed site plans under this Alternative would not result in the exposure of potentially contaminated groundwater to the public.

#### **Land Use**

Section IV.E. Land Use/Zoning states that the Proposed Project is substantially consistent with all of the land use plans, policies, and zoning designations for the Project Site. Likewise, the Certified Campus Plan 2002 EIR concluded that the Five-Year Campus Plan corresponds with the land use designation of the Southeast Los Angeles Community Plan and with the permitted uses of the existing zoning designation. The uses proposed under the Reduced Density Alternative would include modernizing and expanding an existing urban campus and would therefore be consistent with the existing land uses.

Section IV.E, Land Use/Zoning found that the Proposed Project would serve as a beneficial land use impact by promoting the overall vision identified in the Southeast Los Angeles Community Plan, which aims to improve the function, design, and economic vitality of the commercial corridors. While this beneficial impact would still occur under the Reduced Density Alternative, the density of development would be reduced by approximately twenty-five percent. Land use impacts associated with the Reduced Density Alternative would be greater than those associated with the Proposed Project, but still less than significant.

#### **Noise**

Implementation of the Reduced Density Alternative would result in the same type of construction activities as proposed under the Proposed Project. Due to the use of construction equipment during the construction phase, the reduced Density Alternative would expose students, professors, administrators, visitors, and children on the Campus to increased ambient exterior noise levels of 82 to 89 dBA Leq. While construction activities would generally be reduced by twenty-five percent, any changes to the overall noise levels during a thirty-year timeframe would be imperceptible. In either scenario, noise attenuating mitigation measures would be imposed to the maximum extent feasible to reduce

temporary and intermittent noise impacts during the construction process. Construction related noise impacts would therefore be the same as the proposed project and would be considered less than significant.

Section IV.F. Noise determined that the Proposed Project would have a negligible noise impact on the ambient noise environment. The anticipated increase in the ambient noise level due to Project-related traffic would not be perceptible to the human ear and, with incorporation of planned design features, potential noise impacts from on-site stationary structures would be less than significant. The average daily traffic associated with the Reduced Density Alternative would be similar to the noise levels of Proposed Project, as the student enrollment projections for both scenarios would remain the same. Therefore, operational noise impacts associated with the Reduced Density Alternative would be less than significant and similar to the Proposed Project.

## **Public Services**

### ***Police Protection***

Impacts upon police protection services would be the same under the Reduced Density Alternative as compared to the Proposed Project. The projected student enrollment for both the Reduced Density Alternative and the Proposed Project would not exceed 21,300 students in the thirty-year timeframe. Police responses to larceny, burglary, and vehicle theft on-site, and aggravated assault, vehicle theft, and robbery off-site would be anticipated to escalate, to some degree, as a result of the increase in on-site activity and increased traffic on adjacent streets and arterials. However, adherence to the recommended mitigation measures in Section IV.G.1. Police Protection would ensure that impacts to police protection services would remain less than significant. Therefore, impacts to police protection services would be similar to the Proposed Project and less than significant under the Reduced Density Alternative.

### ***Fire Protection***

The Reduced Density Alternative would result in the buildout and expansion of the LATTC Campus, including the construction of several new academic and administrative buildings, four new multi-level parking structures, as well as recreational, pedestrian, and access improvements. The potential for fire-related emergencies would increase due to the increase of building square footage (over existing conditions) that would have the potential to catch on fire. However, adherence to the recommended mitigation measures in Section IV.G.2. Fire Protection would ensure that impacts to fire protection services would remain less than significant. While impacts to fire protection services would be less than significant under both scenarios, impacts under the Reduced Project Alternative would be slightly reduced as compared to the Proposed Project, as the amount of building square footage and occupancy potential would be reduced by approximately twenty five percent. Impact would still be less than significant under either scenario.

## Utilities

### *Energy Conservation*

The Reduced Density Alternative would result in a future buildout of approximately 975,000 square feet of instructional and office space beyond that which is provided by the Five-Year Campus Plan, but 325,000 square feet less than the Proposed Project. As shown in Table V-1, the Proposed Project would be expected to consume an additional 13,968,000 kilowatt-hours of electricity per year (kWh/yr) as compared to existing conditions (i.e., planning development of the Five-Year Campus Plan). The Reduced Density Alternative would consume approximately 10,232,250 additional kWh of electricity per year as compared to existing conditions. As such, the amount of electricity consumed by the Reduced Density Alternative would be approximately 3,735,750 kWh/yr less than the Proposed Project. Therefore, while impacts to electricity services and supplies would be less than significant under both scenarios, impacts under the Reduced Density Alternative would be less than those under the Proposed Project.

**Table V-1**  
**Reduced Density Alternative Electricity Consumption**

<b>Development</b>	<b>Size</b>	<b>Consumption Rate (kWh/sf/year)<sup>a</sup></b>	<b>Total Annual Consumption (kWh)</b>
<b>Existing Conditions</b>			
Five-Year Campus Plan	850,000 sf	11.55	9,817,500
<b>Proposed Project</b>			
Thirty-Year Master Plan	1,300,000 sf	11.55	15,015,000
Less Existing Industrial Uses	98,000 sf	10.50	-1,029,000
<b>Total Proposed Project Electricity Consumption (kWh/yr)</b>			<b>23,803,500</b>
<b>Total Proposed Project Net Increase (kWh/yr)</b>			<b>13,968,000</b>
<b>Reduced Density Alternative</b>			
Thirty-Year Master Plan	975,000 sf	11.55	11,261,250
Less Existing Industrial Uses	98,000 sf	10.50	-1,029,000
<b>Total Reduced Density Alternative Electricity Consumption (kWh/yr)</b>			<b>20,049,750</b>
<b>Total Reduced Density Alternative Net Increase (kWh/yr)</b>			<b>10,232,250</b>
<b>Change in Net Increase: Reduced Density Alternative vs. Proposed Project (kWh/yr)</b>			<b>-3,735,750</b>
<sup>a</sup> Based on SCAQMD, CEQA Air Quality Handbook, 1993.			
Source: Christopher A. Joseph & Associates, January 2005.			

As shown in Table V-2, the Proposed Project would be expected to consume an additional 27,742,560 cubic feet (cf) of natural gas per year as compared to existing conditions (i.e., planning development of the Five-Year Campus Plan). The Reduced Density Alternative would consume approximately 19,942,560 additional cf of gas per year as compared to existing conditions. As such, the amount of natural gas consumed by the Reduced Density Alternative would be approximately 7,800,000 cf/yr less than the Proposed Project. Therefore, while impacts to natural gas services and supplies would be less than significant under both scenarios, impacts under the Reduced Density Alternative would be less than those under the Proposed Project.

**Table V-2**  
**Reduced Density Alternative Natural Gas Consumption**

Development	Size	Consumption Rate(cf/sf/month) <sup>a</sup>	Total Annual Consumption (cf)
<b>Existing Conditions</b>			
Five-Year Campus Plan	850,000 sf	2.0	20,400,000
<b>Proposed Project</b>			
Thirty-Year Master Plan	1,300,000 sf	2.0	31,200,000
Less Existing Industrial Uses	98,000 sf	2.94	-3,457,440
<b>Total Proposed Project Natural Gas Consumption (cf/yr)</b>			<b>48,142,560</b>
<b>Total Proposed Project Net Increase (cf/yr)</b>			<b>27,742,560</b>
<b>Reduced Density Alternative</b>			
Thirty-Year Master Plan	975,000 sf	2.0	23,400,000
Less Existing Industrial Uses	98,000 sf	2.94	-3,457,440
<b>Total Reduced Density Alternative Natural Gas Consumption (cf/yr)</b>			<b>40,342,560</b>
<b>Total Reduced Density Alternative Net Increase (cf/yr)</b>			<b>19,942,560</b>
<b>Change in Net Increase: Reduced Density Alternative vs. Proposed Project (cf/yr)</b>			<b>-7,800,000</b>
<sup>a</sup> Based on SCAQMD, CEQA Air Quality Handbook, 1993. All Thirty-Year Master Plan development assumed to use office natural gas consumption rate. Source: Christopher A. Joseph & Associates, January 2005.			

### ***Sewer and Wastewater Treatment***

The Reduced Density Alternative would result in a future buildout of approximately 975,000 square feet of instructional and office space beyond that which is provided by the Five-Year Campus Plan. As compared to the Proposed Project, this results in a net reduction of 325,000 square feet of building area. As shown in Table V-3, the Proposed Project would be expected to generate an additional 240,400 gallons of sewage per day (gpd) as compared to existing conditions (i.e., planning development of the Five-Year Campus Plan). The Reduced Density Alternative would generate approximately 175,400 gpd of additional sewage as compared to existing conditions. As such, the amount of sewage generated by the Reduced Density Alternative would be approximately 65,000 gpd less than the Proposed Project. Therefore, while sewer and wastewater treatment impacts under both scenarios would be less than significant, impacts under the Reduced Density Alternative would be less than those under the Proposed Project.



**Table V-3**  
**Reduced Density Alternative Wastewater Generation**

Development	Size	Generation Rate <sup>a</sup>	Total Generation (gpd)
<b>Existing Conditions</b>			
Five-Year Campus Plan	850,000 sf	200/1,000 sf	170,000
<b>Proposed Project</b>			
Thirty-Year Master Plan	1,300,000 sf	200/1,000 sf	260,000
Less Existing Industrial Uses	98,000 sf	200/1,000 sf	-19,600
<b>Total Proposed Project Wastewater Generation (gpd)</b>			<b>410,400</b>
<b>Total Proposed Project Net Increase (gpd)</b>			<b>240,400</b>
<b>Reduced Density Alternative</b>			
Thirty-Year Master Plan	975,000 sf	200/1,000 sf	195,000
Less Existing Industrial Uses	98,000 sf	200/1,000 sf	-19,600
<b>Total Reduced Density Alternative Wastewater Generation (gpd)</b>			<b>345,400</b>
<b>Total Reduced Density Alternative Net Increase (gpd)</b>			<b>175,400</b>
<b>Change in Net Increase: Reduced Density Alternative vs. Proposed Project (gpd)</b>			<b>-65,000</b>
<sup>a</sup> City of Los Angeles wastewater generation rates were unavailable on a per square foot basis for college uses. As such, wastewater generation rates were provided by Los Angeles County Bureau of Sanitation, July 2002. Source: Christopher A. Joseph & Associates, January 2005.			

### **Water Conservation**

The Reduced Density Alternative would result in a future buildout of approximately 975,000 square feet of instructional and office space beyond that which is provided by the Five-Year Campus Plan. As compared to the Proposed Project, this results in a net reduction of 325,000 square feet of building area. As shown in Table V-4, the Proposed Project would be expected to consume an additional 288,480 gallons of water per day (gpd) as compared to existing conditions (i.e., planning development of the Five-Year Campus Plan). The Reduced Density Alternative would consume approximately 210,480 additional gallons of water per day as compared to existing conditions. As such, the amount of water consumed by the Reduced Density Alternative would be approximately 78,000 gpd less than the Proposed Project. Therefore, while impacts to water services and supplies would be less than significant under both scenarios, impacts under the Reduced Density Alternative would be less than those under the Proposed Project.

**Table V-4**  
**Reduced Density Alternative Water Consumption**

Development	Size	Consumption Rate <sup>a</sup>	Total Consumption (gpd)
<b>Existing Conditions</b>			
Five-Year Campus Plan	850,000 sf	240/1,000 sf	204,000
<b>Proposed Project</b>			
Thirty-Year Master Plan	1,300,000 sf	240/1,000 sf	312,000
Less Existing Industrial Uses	-23,520	240/1,000 sf	-23,520
<b>Total Proposed Project Water Consumption (gpd)</b>			<b>492,480</b>
<b>Total Proposed Project Net Increase (gpd)</b>			<b>288,480</b>
<b>Reduced Density Alternative</b>			
Thirty-Year Master Plan	975,000 sf	240/1,000 sf	234,000
Less Existing Industrial Uses	98,000 sf	240/1,000 sf	-23,520
<b>Total Reduced Density Alternative Water Consumption (gpd)</b>			<b>414,480</b>
<b>Total Reduced Density Alternative Net Increase (gpd)</b>			<b>210,480</b>
<b>Change in Net Increase: Reduced Density Alternative vs. Proposed Project (gpd)</b>			<b>-78,000</b>
<sup>a</sup> City of Los Angeles water consumption rates were unavailable on a per square foot basis for college uses. Water consumption rates were provided by Los Angeles County Bureau of Sanitation, July 2002. (Water consumption rates assumed to be 120% of wastewater generation rates.) Source: Christopher A. Joseph & Associates, January 2005.			

### **Solid Waste**

The Reduced Density Alternative would result in a future buildout of approximately 975,000 square feet of instructional and office space beyond that which is provided by the Five-Year Campus Plan. As compared to the Proposed Project, this results in a net reduction of 325,000 square feet of building area. As shown in Table V-5, the Proposed Project would be expected to generate 25,510 tons of solid waste from construction and demolition activities upon full buildout. This translates into 850 tons per year, or 3.4 tons per day. The Reduced Density Alternative would be expected to generate 24,873 tons of solid waste from construction and demolition activities upon full buildout. This translates into 829 tons per year, or 3.3 tons per day. As such, the Reduced Density Alternative would generate a total of 637 tons less than the Proposed Project through construction and demolition activities. Therefore, construction-related solid waste impacts under both scenarios would be less than significant. Impacts under the Reduced Density Alternative would be less than those under the Proposed Project.

**Table V-5**  
**Estimated Construction and Demolition Debris for the Reduced Density Alternative**

Construction Activity	Size (sf)	Generation Rate (lbs/sf) <sup>a</sup>	Total Daily Generation (tons)
<b>Proposed Project Demolition</b>			
LATTC Buildings G, J, B and F	276,681 sf	155	21,443
Proposed Acquisition Parcels	19,600 sf	155	1,519
<b>Proposed Project Construction</b>			
Thirty-Year Master Plan	1,300,000 sf	3.92	2,548
<b>Total Proposed Project C&amp;D Waste</b>			<b>25,510</b>
<b>Proposed Project Tons Per Year</b>			<b>850</b>
<b>Proposed Project Tons Per Day<sup>b</sup></b>			<b>3.4</b>
<b>Reduced Density Alternative Demolition</b>			
LATTC Buildings G, J, B and F	276,681 sf	155	21,443
Proposed Acquisition Parcels	19,600 sf	155	1,519
<b>Reduced Density Alternative Construction</b>			
Thirty-Year Master Plan	975,000 sf	3.92	1,911
<b>Total Reduced Density Alternative C&amp;D Waste</b>			<b>24,873</b>
<b>Reduced Density Alternative Tons Per Year</b>			<b>829</b>
<b>Reduced Density Alternative Tons Per Day<sup>b</sup></b>			<b>3.3</b>
<b>Change in Net Increase: Reduced Density Alternative vs. Proposed Project (Total Tons C&amp;D waste)</b>			<b>-637</b>
<b>Change in Net Increase: Reduced Density Alternative vs. Proposed Project (tons/yr)</b>			<b>-21</b>
<b>Change in Net Increase: Reduced Density Alternative vs. Proposed Project (tons/day)</b>			<b>-0.1</b>
<sup>a</sup> Source: USEPA Report No. EPA530-98-010, "Characterization of Building Related Construction & Demolition Debris in the United States," July 1998. Generation rate is for "commercial" land use, which is considered to best represent the Proposed Project.			
<sup>b</sup> Based on 21 working days per month, or 252 working days per year.			
Source: Christopher A. Joseph & Associates, January 2005.			

Besides construction activities, daily operation of the Reduced Density Alternative would also generate solid waste. As shown in Table V-6, the Proposed Project would be expected to generate an additional 4.3 tons of solid waste per day as compared to existing conditions (i.e., planning development of the Five-Year Campus Plan). The Reduced Density Alternative would generate approximately 1.14 tons of additional solid waste per day as compared to existing conditions. As such, the amount of daily solid waste generated by the Reduced Density Alternative would be approximately 3.17 tons less than the Proposed Project. Therefore, while impacts to solid waste and disposal services would be less than significant under both scenarios, impacts under the Reduced Density Alternative would be less than those under the Proposed Project.

**Table V-6**  
**Reduced Density Alternative Solid Waste Generation**

Development	Size (sf)	Generation Rate (lbs/day) <sup>a</sup>	Total Daily Generation (lbs/day)
<b>Existing Conditions</b>			
Five-Year Campus Plan	850,00 sf	7/1,000 sf	5,950 (2.97 tons/day)
<b>Proposed Project</b>			
Thirty-Year Master Plan	1,300,000 sf	7/1,000	9,100 (4.55 tons/day)
Less Existing Industrial Uses <sup>b</sup>	98,000 sf	5/1,000	-490 (0.25 tons/day)
<b>Total Proposed Project Solid Waste Generation (lbs/day)</b>			<b>14,560 (7.28 tons/day)</b>
<b>Total Proposed Project Net Increase (lbs/day)</b>			<b>8,610 (4.3 tons/day)</b>
<b>Reduced Density Alternative</b>			
Thirty-Year Master Plan	975,000 sf	7/1,000	6,825 (3.41 tons/day)
Less Existing Industrial Uses <sup>b</sup>	98,000 sf	5/1,000	-490 (0.25 tons/day)
<b>Total Reduced Density Alternative Solid Waste Generation (lbs/day)</b>			<b>12,285 (6.14 tons/day)</b>
<b>Total Reduced Density Alternative Net Increase (lbs/day)</b>			<b>2,275 (1.14 tons/day)</b>
<b>Change in Net Increase: Reduced Density Alternative vs. Proposed Project (lbs/day)</b>			<b>6,335 (3.17 tons/day)</b>
<sup>a</sup> Integrated Waste Management Board, <i>Estimated Solid Waste Generation Rates for Institutions</i> , <a href="http://www.ciwmb.ca.gov/wastechar/wastegenrates/Institution.htm">http://www.ciwmb.ca.gov/wastechar/wastegenrates/Institution.htm</a> , January 19, 2005. Generation rate is for "school" land use.			
<sup>b</sup> City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981.			
Source: Christopher A. Joseph & Associates, January 2005.			

### Transportation/Circulation

The Reduced Density Alternative would result in a future buildout of approximately 975,000 square feet of instructional and office space beyond that which is provided by the Five-Year Campus Plan, yet 325,000 less square feet of building area as compared to the Proposed Project. Similar to the Proposed Project, the Reduced Density Alternative is not anticipated to generate additional student enrollment beyond what is expected at the completion of the Five-Year Campus Plan (an enrollment increase from the existing 15,000 to the proposed 21,300 students). Thus, all three scenarios would result in an estimated 463 vehicles per hour (vph) for the morning and 842 vph for the afternoon peak hour. No net new trips would be generated for the reduced Density Alternative; however, campus-related trips would be re-routed due to the additional parking and school access locations provided by this Alternative. The Cumulative Plus Reduced Alternative peak hour traffic volume would be the same as the Proposed Project: Seven of the 15 analyzed intersections are expected to operate at LOS D or better during both peak hours. The other eight intersections are expected to operate at unacceptable levels of service (LOS E or F) during one or both of the peak hours. Using LADOT's criteria for determining the significance of project-related traffic impacts, the Project and Reduced Density Alternative would result in significant traffic impacts at the intersection of Grand Avenue and Washington Boulevard. Traffic impacts under this Alternative would be significant and unavoidable and the same as the Proposed Project.





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## V. ALTERNATIVES TO THE PROPOSED PROJECT

### C. NO ACQUISITION ALTERNATIVE

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For purposes of this analysis, the No Acquisition Alternative assumes buildout of the Thirty-Year Master Plan without the acquisition of the industrial properties located to the east of the Campus, which is defined as the area bounded by Grand Avenue to the east, 21<sup>st</sup> Street to the north, Olive Street to the west, and 23<sup>rd</sup> Street to the south. Including the vacation of the 22<sup>nd</sup> Street right-of-way between Grand Avenue and Olive Street, the proposed acquisition area includes 3.2 acres of land. While a specific development plan has not been developed for this area, the general land use plan for this area is anticipated to permit a development of

Under this No Acquisition Alternative scenario, full buildout of the Thirty-Year Master Plan would occur within the confines of the existing 28.6-acre campus generally bounded by Flower Street to the west, Washington Boulevard to the north, Grand Avenue to the east, and 23<sup>rd</sup> Street to the south, and including the southern portion (i.e., existing 2.3 acres of land owned by LATTC) of the city block bounded by Washington Boulevard, Grand Avenue, Olive Street and 21<sup>st</sup> Street. The No Acquisition Alternative would result in a total buildout of 1.3 million square feet of development beyond that which is provided for in the Five-Year Campus Plan.

#### **Aesthetics**

Alternations to public views under this alternative would be generally the same as envisioned for the Proposed Project; however this alternative would retain the existing industrial buildings within the 3.46-acre acquisition parcel. Without expanding the LATTC Campus east of Grand Avenue, the building placement, orientation, and organizational arrangement would be substantially similar to that which is proposed under the Thirty-Year Master Plan. With respect to the spatial arrangement of the campus, the No Acquisition Alternative would be consistent with the departmental and open space design that is set forth in the Five-Year Campus Plan. The principal change to aesthetics and views would occur with respect to scale and massing as the proposed structures would likely be increased to accommodate the same level of development within a smaller Campus area. Under both scenarios, aesthetic impacts would be considered less than significant as the scale and massing of the proposed structures are consistent with the existing structures on the Campus. In addition, the level of light and glare would be substantially consistent under either scenario. Overall, aesthetic impacts would be considered less than significant.

#### **Air Quality**

Construction of the Proposed Project is estimated to result in ROG and NO<sub>x</sub> emissions that exceed SCAQMD thresholds for construction activities. ROG and NO<sub>x</sub> emissions were calculated to be 153 lbs/day and 168 lbs/day, respectively. Construction-related air quality emissions would generally be the same under this Alternative, though less demolition would occur. The overall level of construction activity would, however, be substantially similar to the Proposed Project since both scenarios would result in approximately 1.3 million square feet of development. As such, the No Acquisition Alternative

would result in significant and unavoidable regional air quality impact related to construction activities and impacts would be the same as the Proposed Project.

The operational emissions for the Proposed Project concluded emissions for NO<sub>x</sub>, CO, SO<sub>x</sub> and PM<sub>10</sub> pollutants would not be significant. However, the Proposed Project would exceed the SCAQMD's thresholds for ROG emissions. As ROG emission estimates are closely tied to the projected student enrollment, which would not change under the No Acquisition Alternative, daily operational emissions would be similar to the Proposed Project; resulting in significant and unavoidable adverse impacts.

## **Geology/Soils**

### *Faulting and Seismicity*

Since no known or mapped active, potentially active, or inactive faults would trend toward or directly through the project site area and since the project site does not lie in a designated Earthquake Fault Rupture Hazard Zone, the potential for direct surface fault rupture on the Project Site is considered very unlikely. Thus, impacts associated with implementation of the No Acquisition Alternative would be similar to those identified for the Thirty-Year Master Plan relative to the seismic displacement of structures on the project site. As no known geotechnical hazards are presumed to exist beneath the Campus, impacts would be less than significant.

### *Ground Shaking*

The degree of ground shaking experienced on the project site depends on the location of the earthquake's epicenter relative to the project site, in addition to the earthquake's magnitude. The nature and extent of hazards associated with seismically-induced ground shaking would be the same under the No Acquisition Alternative as they would under the Proposed Project as the same number of individuals would be on campus. However, a slightly increased risk would be generated under this Alternative as additional industrial buildings and people would be present, thus increasing the local employee population. Present building codes and construction practices are intended to minimize structural damage to buildings and loss of life as a result of a moderate or major earthquake. As such, significant impacts associated with an increased threat to public safety or destruction of property by ground shaking is not expected to occur with the development of either the No Acquisition Alternative or the Proposed Project. Although impacts would be slightly increased with respect to exposing additional persons to the hazards commonly associated with ground shaking, impacts would be less than significant.

## **Hazardous Materials/Risk of Upset**

### *Routine Transport, Use, or Disposal of Hazardous Materials*

The construction and operational activities associated with the No Acquisition Alternative would be substantially similar to those that are already occurring on the LATTC Campus, and envisioned in the Five-Year Campus Plan, and would not introduce any uses that are substantially different in structure or function. Cleaning solvents, pesticides, and other similar chemicals would continue to be used for the

routine maintenance of the Campus. Other than the typical cleaning solvents and chemicals used for the day-to-day operation and maintenance of the Campus, no other hazardous materials would be used, transported, or disposed of with implementation of the Proposed Project. These chemicals would be handled in accordance with the manufacturers' recommendations and all applicable standards and regulations. Therefore, impacts related to the routine transport, use, or disposal of hazardous materials throughout the Project Site would be less than significant and the same under this Alternative.

#### *Accidental Release of Hazardous Materials*

Impacts associated with potential accidental releases of hazardous materials are site specific with respect to the extent of contamination within the boundaries of the site. As concluded in Section IV.D, Hazardous Materials, impacts associated with the accidental release of hazardous materials was concluded to be less than significant. No properties within the acquisition area were found to pose a risk to the public health. Therefore, assuming continued use of the existing industrial properties within the acquisition area, impacts would be the same and less than significant under this Alternative.

#### *Oil and Gas Fields*

As discussed in Section IV.D, Hazardous Materials, the northwest corner of the Project Site is within the boundaries of the Los Angeles Downtown Field, while the remaining portion of the Campus is located in the Las Cienegas Field. Methane and VOC levels within these properties were determined to be within acceptable ranges, and no further investigation was warranted. Therefore, assuming continued use of the existing industrial properties within the acquisition area, potential impacts associated with methane hazards would be less than significant.

#### *Soil Investigations*

An accidental release of hazardous materials may occur if ground contamination is known to exist under the site, particularly if excavation or other ground-disturbing activities are proposed. Soil samples collected at the proposed acquisition property for the Phase II ESA February 24, 2003 revealed that TPH, VOC, and heavy metal levels were in acceptable ranges. As no ground contamination was uncovered, impacts are considered less than significant at this property. Soil samples for the Phase II ESA February 24, 2003, which were collected at 41 locations within the portion of the Project Site bounded by Washington Boulevard to the north, Grand Avenue to the east, 23<sup>rd</sup> Street to the south, and Flower Street to the west, revealed that ground contamination was not present within this area in levels that exceeded acceptable thresholds. Therefore, ground contamination impacts are considered less than significant within this main campus area.

#### *Asbestos-Containing Materials (ACMs) and Lead-Based Paint (LBP)*

An accidental release of hazardous materials may occur if proposed demolition or renovation activities involve structures that may house hazardous materials, particularly ACMs and/or LBP. The No Acquisition Alternative would involve less demolition activities as compared to the Proposed Project. As such, potentially significant impacts associated with the release of hazardous materials would be

reduced. However, as the mitigation measures recommended in Section IV.D, Hazardous Materials would be effective in mitigating such potentially hazardous impacts under the Proposed Project, impacts would be less than significant under either scenario.

#### *Proximity to a School*

The Project Site is adjacent to the Orthopedic Hospital Medical Magnet High School, located at 300 West 23<sup>rd</sup> Street, directly south of the LATTC Campus. As discussed in Section IV.D, Hazardous Materials, aside from materials currently used on site associated with various vocational programs and cleaning solvents and chemicals used for the day-to-day operation and maintenance of the Campus, no other hazardous materials would be used, transported, or disposed of with implementation of the Proposed Project. Continued use of the industrial properties would not expose students at the Orthopedic Hospital Medical Magnet High School to hazardous or acutely hazardous emissions, materials, substances, or waste. Impacts would be less than significant.

#### **Land Use**

As discussed in Section IV.E. Land Use/Zoning, the Proposed Project is substantially consistent with all of the land use plans, policies, and zoning designations for the Project Site. The uses proposed under the No Acquisition Alternative would include modernizing and expanding an existing urban campus (within the existing Campus boundaries) and would therefore be consistent with the existing land uses.

Section IV.E, Land Use/Zoning also found that the Proposed Project would serve as a beneficial land use impact by promoting the overall vision identified in the Southeast Los Angeles Community Plan, which aims to improve the function, design, and economic vitality of the commercial corridors. While this beneficial impact would still occur under the No Acquisition Alternative, the density of development would be increased, as the same level of development would occur within a smaller Campus area. Land use impacts associated with the No Acquisition Alternative would be greater than those associated with the Proposed Project, but still less than significant.

#### **Noise**

Implementation of the No Acquisition Alternative would result in the same type of construction activities as proposed under the Proposed Project. Due to the use of construction equipment during the construction phase, the No Acquisition Alternative would expose students, professors, administrators, visitors, and children on the Campus to increased ambient exterior noise levels of 82 to 89 dBA Leq. Construction activities would not occur within the proposed acquisition area, thus less noise would be perceived from the adjacent parcels in proximity to that area. In either scenario, noise attenuating mitigation measures would be imposed to the maximum extent feasible to reduce temporary and intermittent noise impacts during the construction process. Construction related noise impacts would therefore be slightly reduced as compared to the Project, but construction noise impacts would be considered less than significant under both scenarios.

The Proposed Project would have a less than significant noise impact on the ambient noise environment. The anticipated increase in the ambient noise level due to Project-related traffic would not be perceptible to the human ear and, with incorporation of planned design features, potential noise impacts from on-site stationary structures would be less than significant. The average daily traffic associated with the No Acquisition Alternative would be similar to the noise levels of Proposed Project, as the student enrollment projections for both scenarios would remain the same. Although a slight increase would result from the continued operation of the existing 98,000 square feet of industrial uses, such increases in peak traffic hours would not be substantial enough to generate a significant noise impact (i.e., increased noise levels would be below 3dBA). Therefore, operational noise impacts associated with the No Acquisition Alternative would be less than significant.

## **Public Services**

### ***Police Protection***

Impacts upon police protection services would generally be the same under the No Acquisition Alternative as compared to the Proposed Project. However, under this alternative an additional 98,000 square feet of non-LATTC industrial uses would continue to operate. These uses would continue to be served solely by the LAPD, although the presence of the campus Sheriffs would continue to deter crime in the general area. Police responses to larceny, burglary, and vehicle theft on-site, and aggravated assault, vehicle theft, and robbery off-site would be anticipated to escalate, to some degree, as a result of the increase in on-site activity and increased traffic on adjacent streets and arterials. However, adherence to the recommended mitigation measures in Section IV.G.1. Police Protection would ensure that impacts to police protection services on the LATTC Campus would remain less than significant. Therefore, impacts to police protection services would be less than significant but slightly increased as compared to the Proposed Project.

### ***Fire Protection***

The No Acquisition Alternative would result in the buildout and expansion of the LATTC Campus, including the construction of several new academic and administrative buildings, four new multi-level parking structures, as well as recreational, pedestrian, and access improvements. The potential for fire-related emergencies would increase due to the increase of building square footage (over existing conditions) that would have the potential to catch on fire. However, adherence to the recommended mitigation measures in Section IV.G.2. Fire Protection would ensure that impacts to fire protection services would remain less than significant. While impacts to fire protection services would be less than significant under both scenarios, impacts under the No Acquisition Alternative would be slightly increased as an additional 98,000 square feet of non-LATTC Related industrial space would continue to exist. Potential impacts upon fire protection services would be less than significant, but slightly increased as compared to the Proposed Project.



## Utilities

### *Energy Conservation*

The No Acquisition Alternative would result in a future buildout of approximately 1.3 million square feet of instructional and office space beyond that which is provided by the Five-Year Campus Plan. Unlike the Proposed Project, the No Acquisition Alternative would result in the preservation of existing land uses on the 98,000-square foot parcel bounded by Grand Avenue to the east, 21<sup>st</sup> Street to the north, Olive Street to the west, and 23<sup>rd</sup> Street to the south. As shown in Table V-7 below, the Proposed Project would be expected to consume an additional 13,968,000 kilowatt-hours of electricity per year (kWh/yr) as compared to existing conditions (i.e., planning development of the Five-Year Campus Plan). The No Acquisition Alternative would consume approximately 15,015,000 additional kWh of electricity per year as compared to existing conditions. As such, the amount of electricity consumed by the No Acquisition Alternative would be approximately 1,047,000 kWh/yr more than the Proposed Project. Therefore, impacts to electricity service and supplies under the No Acquisition Alternative would be greater than those under the Proposed Project.

**Table V-7**  
**No Acquisition Alternative Electricity Consumption**

*Development	Size	Consumption Rate (kWh/sf/year) <sup>a</sup>	Total Annual Consumption (kWh)
<b>Existing Conditions</b>			
Five-Year Campus Plan	850,000 sf	11.55	9,817,500
<b>Proposed Project</b>			
Thirty-Year Master Plan	1,300,000 sf	11.55	15,015,000
Less Existing Industrial Uses	98,000 sf	10.50	-1,029,000
<b>Total Proposed Project Electricity Consumption (kWh/yr)</b>			<b>23,803,500</b>
<b>Total Proposed Project Net Increase (kWh/yr)</b>			<b>13,968,000</b>
<b>No Acquisition Alternative</b>			
Thirty-Year Master Plan	1,300,000 sf	11.55	15,015,000
<b>Total No Acquisition Alternative Electricity Consumption (kWh/yr)</b>			<b>24,832,500</b>
<b>Total No Acquisition Alternative Net Increase (kWh/yr)</b>			<b>15,015,000</b>
<b>Change in Net Increase: No Acquisition Alternative vs. Proposed Project (kWh/yr)</b>			<b>1,047,000</b>
<sup>a</sup> Based on SCAQMD, CEQA Air Quality Handbook, 1993.			
Source: Christopher A. Joseph & Associates, January 2005.			

As shown in Table V-8, the Proposed Project would be expected to consume an additional 27,742,560 cubic feet (cf) of natural gas per year as compared to existing conditions (i.e., planning development of the Five-Year Campus Plan). The No Acquisition Alternative would consume approximately 31,200,000 additional cf of gas per year as compared to existing conditions. As such, the amount of natural gas consumed by the No Acquisition Alternative would be approximately 3,457,440 cf/yr more than the Proposed Project. Therefore, impacts to natural gas service and supplies under the No Acquisition Alternative would be greater than those under the Proposed Project.

**Table V-8**  
**No Acquisition Alternative Natural Gas Consumption**

Development	Size	Consumption Rate(cf/sf/month) <sup>a</sup>	Total Annual Consumption (cf)
<b>Existing Conditions</b>			
Five-Year Campus Plan	850,000 sf	2.0	20,400,000
<b>Proposed Project</b>			
Thirty-Year Master Plan	1,300,000 sf	2.0	31,200,000
Less Existing Industrial Uses	98,000 sf	2.94	-3,457,440
<b>Total Proposed Project Natural Gas Consumption (cf/yr)</b>			<b>48,142,560</b>
<b>Total Proposed Project Net Increase (cf/yr)</b>			<b>27,742,560</b>
<b>No Acquisition Alternative</b>			
Thirty-Year Master Plan	1,300,000 sf	2.0	31,200,000
<b>Total No Acquisition Alternative Natural Gas Consumption (cf/yr)</b>			<b>51,600,000</b>
<b>Total No Acquisition Alternative Net Increase (cf/yr)</b>			<b>31,200,000</b>
<b>Change in Net Increase: No Acquisition Alternative vs. Proposed Project (cf/yr)</b>			<b>3,457,440</b>
<sup>a</sup> Based on SCAQMD, CEQA Air Quality Handbook, 1993. All Thirty-Year Master Plan development assumed to use office natural gas consumption rate. Source: Christopher A. Joseph & Associates, January 2005.			

### ***Sewer and Wastewater Treatment***

The No Acquisition Alternative would result in a future buildout of approximately 1.3 million square feet of instructional and office space beyond that which is provided by the Five-Year Campus Plan. Unlike the Proposed Project, the No Acquisition Alternative would result in the preservation of existing land uses on the 98,000-square foot parcel bounded by Grand Avenue to the east, 21<sup>st</sup> Street to the north, Olive Street to the west, and 23<sup>rd</sup> Street to the south. As shown in Table V-9, the Proposed Project would be expected to generate an additional 240,400 gallons of sewage per day (gpd) as compared to existing conditions (i.e., planning development of the Five-Year Campus Plan). The No Acquisition Alternative would generate approximately 260,000 gpd of additional sewage as compared to existing conditions. As such, the amount of sewage generated by the No Acquisition Alternative would be approximately 19,600 gpd more than the Proposed Project. Therefore, impacts to sewer and wastewater treatment services under the No Acquisition Alternative would be greater than those under the Proposed Project.

**Table V-9**  
**No Acquisition Alternative Wastewater Generation**

Development	Size	Generation Rate <sup>a</sup>	Total Generation (gpd)
<b>Existing Conditions</b>			
Five-Year Campus Plan	850,000 sf	200/1,000 sf	170,000
<b>Proposed Project</b>			
Thirty-Year Master Plan	1,300,000 sf	200/1,000 sf	260,000
Less Existing Industrial Uses	98,000 sf	200/1,000 sf	-19,600
<b>Total Proposed Project Wastewater Generation (gpd)</b>			<b>410,400</b>
<b>Total Proposed Project Net Increase (gpd)</b>			<b>240,400</b>
<b>No Acquisition Alternative</b>			
Thirty-Year Master Plan	1,300,000 sf	200/1,000 sf	260,000
<b>Total No Acquisition Alternative Wastewater Generation (gpd)</b>			<b>430,000</b>
<b>Total No Acquisition Alternative Net Increase (gpd)</b>			<b>260,000</b>
<b>Change in Net Increase: No Acquisition Alternative vs. Proposed Project (gpd)</b>			<b>19,600</b>
<sup>a</sup> City of Los Angeles wastewater generation rates were unavailable on a per square foot basis for college uses. Wastewater generation rates were provided by Los Angeles County Bureau of Sanitation, July 2002. Source: Christopher A. Joseph & Associates, January 2005.			

### **Water Conservation**

The No Acquisition Alternative would result in a future buildout of approximately 1.3 million square feet of instructional and office space beyond that which is provided by the Five-Year Campus Plan. Unlike the Proposed Project, the No Acquisition Alternative would result in the preservation of existing land uses on the 98,000-square foot parcel bounded by Grand Avenue to the east, 21<sup>st</sup> Street to the north, Olive Street to the west, and 23<sup>rd</sup> Street to the south. As shown in Table V-10, the Proposed Project would be expected to consume an additional 288,480 gallons of water per day (gpd) as compared to existing conditions (i.e., planning development of the Five-Year Campus Plan). The No Acquisition Alternative would consume approximately 312,000 additional gallons of water per day as compared to existing conditions. As such, the amount of water consumed by the No Acquisition Alternative would be approximately 23,520 gpd more than the Proposed Project. Therefore, impacts to water services and supplies under the No Acquisition Alternative would be greater than those under the Proposed Project.

**Table V-10**  
**No Acquisition Alternative Water Consumption**

Development	Size	Consumption Rate <sup>a</sup>	Total Consumption (gpd)
<b>Existing Conditions</b>			
Five-Year Campus Plan	850,000 sf	240/1,000 sf	204,000
<b>Proposed Project</b>			
Thirty-Year Master Plan	1,300,000 sf	240/1,000 sf	312,000
Less Existing Industrial Uses	-23,520	240/1,000 sf	-23,520
<b>Total Proposed Project Water Consumption (gpd)</b>			<b>492,480</b>
<b>Total Proposed Project Net Increase (gpd)</b>			<b>288,480</b>
<b>No Acquisition Alternative</b>			
Thirty-Year Master Plan	1,300,000 sf	240/1,000 sf	312,000
<b>Total No Acquisition Alternative Water Consumption (gpd)</b>			<b>516,000</b>
<b>Total No Acquisition Alternative Net Increase (gpd)</b>			<b>312,000</b>
<b>Change in Net Increase: No Acquisition Alternative vs. Proposed Project (gpd)</b>			<b>23,520</b>
<sup>a</sup> City of Los Angeles water consumption rates were unavailable on a per square foot basis for college uses. Water consumption rates were provided by Los Angeles County Bureau of Sanitation, July 2002. (Water consumption rates assumed to be 120% of wastewater generation rates.) Source: Christopher A. Joseph & Associates, January 2005.			

### **Solid Waste**

The No Acquisition Alternative would result in a future buildout of approximately 1.3 million square feet of instructional and office space beyond that which is provided by the Five-Year Campus Plan. Unlike the Proposed Project, the No Acquisition Alternative would result in the preservation of existing land uses on the 98,000-square foot parcel bounded by Grand Avenue to the east, 21<sup>st</sup> Street to the north, Olive Street to the west, and 23<sup>rd</sup> Street to the south. As shown in Table V-11, the Proposed Project would be expected to generate 25,510 tons of solid waste from construction and demolition activities upon full buildout. This translates into 850 tons per year, or 3.4 tons per day. The No Acquisition Alternative would be expected to generate 23,991 tons of solid waste from construction and demolition activities upon full buildout. This translates into 800 tons per year, or 3.17 tons per day. As such, the No Acquisition Alternative would generate a total of 1,519 tons less than the Proposed Project through construction and demolition activities. Therefore, construction-related solid waste impacts under both scenarios would be less than significant, however, impacts under the No Acquisition Alternative would be less than those under the Proposed Project.



**Table V-11**  
**Estimated Construction and Demolition Debris for the No Acquisition Alternative**

Construction Activity	Size (sf)	Generation Rate (lbs/sf) <sup>a</sup>	Total Daily Generation (tons)
<b>Proposed Project Demolition</b>			
LATTC Buildings G, J, B and F	276,681 sf	155	21,443
Proposed Acquisition Parcels	19,600 sf	155	1,519
<b>Proposed Project Construction</b>			
Thirty-Year Master Plan	1,300,000 sf	3.92	2,548
<b>Total Proposed Project C&amp;D Waste</b>			<b>25,510</b>
<b>Proposed Project Tons Per Year</b>			<b>850</b>
<b>Proposed Project Tons Per Day<sup>b</sup></b>			<b>3.4</b>
<b>No Acquisition Alternative Demolition</b>			
LATTC Buildings G, J, B and F	276,681 sf	155	21,443
<b>No Acquisition Alternative Construction</b>			
Thirty-Year Master Plan	1,300,000 sf	3.92	2,548
<b>Total No Acquisition Alternative C&amp;D Waste</b>			<b>23,991</b>
<b>No Acquisition Alternative Tons Per Year</b>			<b>800</b>
<b>No Acquisition Alternative Tons Per Day<sup>b</sup></b>			<b>3.17</b>
<b>Change in Net Increase: No Acquisition Alternative vs. Proposed Project (Total Tons C&amp;D waste)</b>			<b>-1,519</b>
<b>Change in Net Increase: No Acquisition Alternative vs. Proposed Project (tons/yr)</b>			<b>-50</b>
<b>Change in Net Increase: No Acquisition Alternative vs. Proposed Project (tons/day)</b>			<b>-0.23</b>
<sup>a</sup> Source: USEPA Report No. EPA530-98-010, "Characterization of Building Related Construction & Demolition Debris in the United States," July 1998. Generation rate is for "commercial" land use, which is considered to best represent the Proposed Project.			
<sup>b</sup> Based on 21 working days per month, or 252 working days per year. Source: Christopher A. Joseph & Associates, January 2005.			

Besides construction activities, daily operation of the No Acquisition Alternative would also generate solid waste. As shown in Table V-12, the Proposed Project would be expected to generate an additional 4.3 tons of solid waste per day as compared to existing conditions (i.e., planning development of the Five-Year Campus Plan). The No Acquisition Alternative would generate approximately 4.55 tons of additional solid waste per day as compared to existing conditions. As such, the amount of daily solid waste generated by the No Acquisition Alternative would be approximately 0.25 tons more than the Proposed Project. Therefore, impacts to solid waste and disposal services under the No Acquisition Alternative would be greater than those under the Proposed Project.

**Table V-12**  
**No Acquisition Alternative Solid Waste Generation**

Development	Size (sf)	Generation Rate (lbs/day) <sup>a</sup>	Total Daily Generation (lbs/day)
<b>Existing Conditions</b>			
Five-Year Campus Plan	850,00 sf	7/1,000 sf	5,950 (2.97 tons/day)
<b>Proposed Project</b>			
Thirty-Year Master Plan	1,300,000 sf	7/1,000	9,100 (4.55 tons/day)
Less Existing Industrial Uses <sup>b</sup>	98,000 sf	5/1,000	-490 (0.25 tons/day)
<b>Total Proposed Project Solid Waste Generation (lbs/day)</b>			<b>14,560 (7.28 tons/day)</b>
<b>Total Proposed Project Net Increase (lbs/day)</b>			<b>8,610 (4.3 tons/day)</b>
<b>No Acquisition Alternative</b>			
Thirty-Year Master Plan	1,300,000 sf	7/1,000	9,100 (4.55 tons/day)
<b>Total No Acquisition Alternative Solid Waste Generation (lbs/day)</b>			<b>15,050 (7.52 tons/day)</b>
<b>Total No Acquisition Alternative Net Increase (lbs/day)</b>			<b>9,100 (4.55 tons/day)</b>
<b>Change in Net Increase: No Acquisition Alternative vs. Proposed Project (lbs/day)</b>			<b>490 (0.25 tons/day)</b>
<sup>a</sup> Integrated Waste Management Board, Estimated Solid Waste Generation Rates for Institutions, <a href="http://www.ciwmb.ca.gov/wastechar/wastegenrates/Institution.htm">http://www.ciwmb.ca.gov/wastechar/wastegenrates/Institution.htm</a> , January 19, 2005. Generation rate is for "school" land use. <sup>b</sup> City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981. Source: Christopher A. Joseph & Associates, January 2005.			

### Transportation/Circulation

The No Acquisition Alternative would result in a future buildout of approximately 1.3 million square feet of instructional and office space beyond that which is provided by the Five-Year Campus Plan, plus would retain an existing 98,000 square feet of non-LATTC related industrial/commercial space. The Proposed Project is anticipated to result in an estimated 463 vehicles per hour (vph) for the morning and 842 vph for the afternoon peak hour. The continued operation of the light industrial/manufacturing uses within the proposed acquisition area would be expected to generate an additional 90 a.m. peak hour trips and 96 p.m. peak hour trips, respectively.<sup>1</sup> Therefore, traffic impacts under this Alternative would continue to be significant and unavoidable and slightly increased as compared to the Proposed Project.

<sup>1</sup> Based on the ITE Trip Generation Rates for General Light Industrial land uses for approximately 98,000 square feet of existing light industrial land uses. (0.92 trips/1,000 sf for the a.m. peak hour and 0.98 trips/1,000 sf during the p.m. peak hour.

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## VI. GENERAL IMPACT CATEGORIES

### A. GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

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Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed action could be growth inducing. This includes ways in which the project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 15126.2(d) of the CEQA Guidelines reads as follows:

*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. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

In order to accommodate student growth projections and maximize the efficient utilization of campus land area, the Proposed Project includes both the infill and redevelopment of existing buildings on the main LATTC Campus, as well as the development of existing and newly acquired properties east of the main campus. Development of the Proposed Project would occur throughout a 30-year time period.

The Proposed Project would foster minimal economic growth in the area by increasing the number of faculty, staff, and students on the Project Site, all of whom would likely patronize local businesses and services in the area. However, most of this economic growth would occur at the campus regardless of implementation of the Thirty-Year Master Plan since the current student body has already been projected to dramatically increase in the near future. Also, the demand for local goods and services would be somewhat offset by the goods and services already offered by the campus. Like most (if not all) college campuses, the Project Site is designed to accommodate the immediate needs students who typically spend hours on campus, including amenities such as dining facilities, a bookstore, recreational facilities, a library, and other study areas.

The Proposed Project does not include any residential land uses that would result in direct growth within the City of Los Angeles. Employment opportunities provided by construction of the Proposed Project could conceivably prompt construction workers to relocate their households to the City; however, the construction industry differs from most other industry sectors in several important ways:

- Construction employment has no regular place of business. Rather, construction workers commute to job sites that may change several times a year.

- Many construction workers are highly specialized (e.g., crane operators, steel workers, masons) and move from job site to job site as dictated by the demand for their skills.
- The work requirements of most construction projects are also highly specialized and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

Thus, construction workers would likely be drawn from the construction employment labor force already residing in the region, making it extremely unlikely that they would relocate their places of residence as a consequence of working on the Proposed Project.

A hallmark of community colleges (as compared to many four-year institutions) is that community colleges are specifically designed to serve the populations of local communities. Students typically attend community colleges that are within easy commute distances from their existing places of residence. As such, it is not anticipated that students would relocate to the City of Los Angeles to attend LATTC. Therefore, the Proposed Project would not create a need for new housing units, the construction of which could cause an environmental impact. Due to local demographic trends, LATTC's existing student enrollment is already expected to grow considerably, with or without implementation of the Proposed Project. The Proposed Project is intended to serve the educational and vocational needs of this already burgeoning student body; therefore, the proposed infrastructure improvements would not be expected to induce population growth in the community as they would only serve the already projected student and staff populations.

The Project Site is located in the highly developed, urban area of downtown Los Angeles. Wastewater from the Project Site is conveyed to the Hyperion Treatment Plant (HTP) via existing municipal sewage infrastructure maintained by the City of Los Angeles Bureau of Sanitation. Water and electricity services are provided to the Project Site by existing infrastructure maintained by the City of Los Angeles Department of Water and Power (LADWP). The Proposed Project would connect to existing wastewater, water, and electricity lines, and would not necessitate the construction of additional infrastructure that could spur population growth. Likewise, the Project Site is located in an area that is already served by the Los Angeles Police and Sheriff Departments (LAPD and LASD, respectively), as well as the Los Angeles Fire Department (LAFD). Ultimately, the Proposed Project is considered an "infill" project because it is entirely surrounded by extremely dense urban development that currently receives public services and utility services from existing entities. Therefore, the Proposed Project would not result in growth inducing impacts that could in turn result in adverse environmental impacts.

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## VI. GENERAL IMPACT CATEGORIES

### B. UNAVOIDABLE SIGNIFICANT EFFECTS

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Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2(b) states:

*Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reason why the project is being proposed, notwithstanding their effect, should be described.*

In addition, CEQA Guidelines Section 15126.2(c) indicates that “uses of non renewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or non-use thereafter unlikely.” These guidelines also indicate that “[i]rreversible commitments of resources should be evaluated to assure that such current consumption is justified.”

Based on the analysis contained in this EIR, the following significant unavoidable impact would occur with implementation of the Proposed Project:

#### **Air Quality**

##### *Construction*

Construction of the Proposed Project would generate pollutant emissions from the following construction activities: (1) grading and excavation, (2) construction workers traveling to and from Project Site, (3) delivery and hauling of construction supplies and debris to and from the Project Site, (4) the fuel combustion by on-site construction equipment, and (5) architectural coating. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Mobile source emissions (use of diesel-fueled equipment on-site, and traveling to and from the Project Site) would primarily generate NO<sub>x</sub> emissions. Paving and architectural coatings would primarily result in the release of VOC emissions. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. However, PM<sub>10</sub> is the most significant source of air pollution from construction, particularly during site preparation and grading. The amount of emissions generated on a daily basis would vary, depending on the number of buildings that are being constructed at the same time and the type of construction activities occurring at the same time. Construction activities are expected to occur on an intermittent and project-by-project basis over a period of 30 years.

Construction of the Proposed Project would generate ROG and NO<sub>x</sub> emissions that exceed SCAQMD thresholds for construction activities. Therefore, construction related air quality emissions would be



significant and unavoidable for these two criteria pollutants. As such, the Proposed Project would result in significant and unavoidable regional air quality impact related to construction activities.

### *Operation*

Air pollutants emissions associated with the Proposed Project would be generated primarily by the operation of motor vehicles. Operation of the Proposed Project would result in approximately 67 pounds per day of ROG emissions, exceeding SCAQMD's regional significance thresholds of 55 pounds per day. With various mitigation credits applied for design-oriented features to reduce vehicle trips (i.e., pedestrian environment, proximity to light rail transit, credits for bicycle accessibility, etc.,) ROG emissions would be reduced to 66 pounds per day, which would remain above the SCAQMD's threshold levels for significance. Therefore, the Proposed Project would result in a significant and unavoidable regional air quality impact related to ROG emissions for operational activities.

### **Traffic and Circulation**

The Proposed Project was determined to have a significant traffic impact at the intersection of Grand Avenue and Washington Boulevard for which there are no feasible mitigation measures. As such, the Proposed Project would result in a significant and unavoidable impact related to traffic and circulation.

Development of the Proposed Project would inevitably consume certain limited, slowly renewable, and non-renewable resources. This consumption would occur during the construction phase of the Proposed Project and would continue throughout its operational lifetime. The Proposed Project would require a commitment of resources during construction that would include building materials (e.g., wood, metal), fuel (gasoline and diesel), natural gas, and water. The Proposed Project would also require a commitment of resources during operation that would include materials associated with daily operation of the educational facilities (e.g., food, paper, etc.) and certain unrenewable fuel resources (gasoline and diesel). These uses would not differ substantially from the existing uses on adjoining properties within the downtown Los Angeles area.

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## VII. RESPONSES TO COMMENTS

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### INTRODUCTION

Section 15204(a) of the State CEQA Guidelines<sup>1</sup> ("CEQA Guidelines") encourages reviewers to examine the sufficiency of the environmental document, particularly in regard to significant effects, and to suggest specific mitigation measures and project alternatives. Based on judicial interpretation of this section, the lead agency is not obligated to undertake every suggestion, provided that the lead agency responds to significant environmental issues and makes a good faith effort at disclosure. Furthermore, Section 15204(c) advises reviewers that comments should be accompanied by factual support.

Pursuant to Section 15205(c) of the CEQA Guidelines, the LATTC Thirty-Year Master Plan Draft EIR was circulated to the State Clearinghouse, local and regional agencies, and made available to the general public for a 45-day public review period. The review period commenced on March 21, 2005 and ended on May 5, 2005. In addition, two public meetings and one presentation to the Board of Trustees occurred during the review period to solicit public comments on the adequacy of the Draft EIR. No verbal or written comments pertaining to the adequacy or completeness of the EIR were received at any of the public meetings. During the review period, the Lead Agency received two (2) comment letters from the following governmental agencies:

### STATE AGENCIES

1. **State Clearinghouse Office of Planning and Research**, 1400 Tenth Street, P.O. Box 3044, Sacramento, CA 95812-3044, Terry Roberts, May 6, 2005.

### LOCAL GOVERNMENTAL AGENCIES

2. **City of Los Angeles Department of Transportation (LADOT)**, 221 North Figueroa Street, Suite 600, Los Angeles, CA 90012, Mike Bagheri, May 5, 2005.

Copies of the above comment letters are provided at the end of this Section. Individual comments within each letter are numbered accordingly to correspond to the responses to comments provided below.

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<sup>1</sup> California Code of Regulations Title 14, Chapter 3, Sections 15000-15387.

## **RESPONSES TO COMMENTS**

### **COMMENT LETTER No. 1:**

#### **State Clearinghouse**

#### **Office of Planning and Research**

Terry Roberts, Director

1400 Tenth Street, P.O. Box 3044,

Sacramento, CA 95812-3044,

May 6, 2005

### **Comment 1-1:**

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on May 4, 2005, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

### **Response 1-1:**

This comment acknowledges the State Clearinghouse received the notice of completion for the Draft EIR and circulated the Draft EIR to the respective state departments. No additional response is required.

**COMMENT LETTER No. 2:****City of Los Angeles****Department of Transportation (LADOT)**

Mike Bagheri,

221 North Figueroa Street, Suite 600

Los Angeles, CA 90012

May 5, 2005

**Comment 2-1:**

The Department of Transportation (DOT) reviewed the DEIR prepared by Christopher A. Joseph and Associates, dated March 2005 and supporting traffic study prepared by traffic consultant, KAKU Associates, for the proposed Los Angeles Trade Technical College Thirty Year Master Plan. DOT has previously commented on the DEIR for the Five-Year Master Plan for this school in a letter dated June 18, 2003 and a letter dated August 4, 2004, on the DEIR addendum. The project is located on the southwest corner of Grand Avenue and Washington Boulevard. The school sits on the block bounded by Washington Boulevard on the north, 23<sup>rd</sup> street on the south, Grand Avenue on the east, and Flower Street on the west. The study analyzed fifteen intersections and determined that one of the fifteen studied intersections would be significantly impacted by project related traffic. Except as noted, the DEIR adequately evaluated the project's traffic impacts on the surrounding community.

**Response 2-1:**

This comment restates information presented in the Draft EIR. As the comment does not raise an environmental issue or reference the adequacy of the Draft EIR; no additional response is required pursuant to Section 15204 of the CEQA Guidelines.

**Comment 2-2:**

The proposed project is a thirty-year master plan, which includes the acquisition and integration of 3.46 acres of land east of Grand Avenue between 21<sup>st</sup> Street and 23<sup>rd</sup> Street. The project will construct 1.3 million square feet (SF) of instructional and office space beyond what was proposed in the five-year plan. The improvements will not result in an increase of student enrollment. The enrollment will remain at the level proposed in the five-year plan, 21,300 students. The thirty-year plan will add approximately 1,400 parking spaces, over the number proposed in the five-year plan, to the campus by the construction of three new parking structures and modification of existing parking facilities.

The DEIR analyzed three project alternatives to the proposed project. The first alternative is the No Project Alternative, in which no improvements would be constructed. The No Project Alternative would create more significant impacts due to loss of the additional parking and lack of changes to the circulation caused by the larger campus. The second alternative is the Reduced Density Alternative, which would add 975,000 SF of instructional and office space to the campus (325,000 SF less than the proposed project).

The alternative would result in the same trip generation and same unmitigated significant impact at Grand Avenue and Washington Boulevard. The third alternative is the No Acquisition Alternative, which would add 1.3 million SF of instructional and office space to the campus and lease approximately 98,000 SF retail space. This alternative would result in the same significant impact at Grand Avenue and Washington Boulevard and would slightly increase the peak hour trips, 90 AM peak hour and 96 PM peak hour, due to the additional retail space.

**Response 2-2:**

This comment restates information presented in the Draft EIR. As the comment does not raise an environmental issue or reference the adequacy of the Draft EIR; no additional response is required pursuant to Section 15204 of the CEQA Guidelines.

**Comment 2-3:****Trip Generation**

The project will not result in any new trips because the enrollment will not change.

**Response 2-3:**

This comment acknowledges the project will not result in any new trips because the enrollment will not change. No additional response is required.

**Comment 2-4:****Significant Traffic Impact Locations**

The project will result in a significant impact at Grand Avenue and Washington Boulevard.

**PROJECT REQUIREMENTS****Grand Avenue and Washington Boulevard**

LADOT concurs that no physical or operational mitigation measure was feasible at this intersection.

**Response 2-4:**

This comment concurs with the findings presented in the Draft EIR and does not raise any issues or concerns about the adequacy of the traffic analysis. Therefore, no additional response is required.

**Comment 2-5:****Construction Impacts**



DOT recommends that a construction worksite traffic control plan be submitted to DOT 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. DOT also recommends that all construction related traffic be restricted to off-peak hours.

**Response 2-5:**

For the safety of its students, faculty and staff, and the contract construction crews, the College will work to identify appropriate traffic control measures for implementation during construction. Therefore, the College agrees to transmit its construction traffic control plan to LADOT for its information. The following action is hereby incorporated into the Final EIR:

- The College will provide a construction work site traffic control plan to the Los Angeles Department of Transportation for its information prior to the start of any construction work. The plan will 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.

**Comment 2-6:****Highway Dedication and Street Widening Requirements**

Grand Avenue is classified as a major class II Highway, which requires a 40-foot-half-width roadway on a 52-foot half-width right-of-way.

Washington Boulevard is classified as a Major Class II Highway, which requires a 40-foot half-width roadway on a 52-foot half-width right-of-way.

Flower Street is classified as a secondary Highway, which requires a 35-foot half-width roadway on a 45-foot half-width right-of-way.

23<sup>rd</sup> Street is classified as a Collector Street, which requires a 22-foot half-width roadway on a 32-foot half-width right-of-way.

It appears that additional highway and street widening may be required for streets fronting the proposed project. The developer must check with the Bureau of Engineering (BOE) Land Development Group to determine the highway dedication, street widening and sidewalk requirements for the project.

**Response 2-6:**

This comment provides information regarding the existing right of way and the roadway classification and corresponding right-of-way for streets adjacent to the Project site. As specific development and construction plans are developed, the College will work with the City of Los Angeles Bureau of

Engineering Land Development Group, as requested, to determine the highway dedication, street widening and sidewalk requirements for the project.

**Comment 2-7:**

**Parking Analysis**

As noted previously, the proposed project will provide an additional 1,400 parking spaces to the number proposed in the five-year plan. The developer should check with the Department of Building and Safety on the number of Code required parking spaces needed for the project.

**Response 2-7:**

The Proposed Project is under the jurisdiction of the Los Angeles Community College District and is not explicitly required to comply with the Los Angeles Municipal Code parking requirements. Nevertheless, the College will coordinate with the City of Los Angeles as project specific construction plans are developed. It should be noted that the parking analysis prepared by Kaku Associates (December 2004) for the Proposed Project supports the provision of parking at a ratio of 0.176 space per student. As outlined in the parking analysis (see Appendix E, Traffic Impact Study, attached to this Final EIR) and described in Section IV.I Transportation and Circulation, the Proposed Project's 0.176 space per student would be similar to the parking ratios at other community college campuses. Furthermore, the Campus is located in an urban area that is served by multiple bus lines as well as the Metro Blue Rail Line. Therefore, as proposed the LATTC 30-Year Master Plan will provide adequate on-site parking to serve students, faculty, and guests of the College and no significant impacts are anticipated.

**Comment 2-8:**

**Driveway Access**

The review of this study 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 DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process. In order to minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. All driveways should be Case 2 driveways, and 30 feet and 18 feet wide for two-way and one-way operations, respectively.

**Response 2-8:**

This comment provides procedural guidance regarding the City of Los Angeles review of driveway access and circulation. The comment is noted for the record and will be forwarded to the decision makers for their consideration. No further response is required.



Arnold  
Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Sean Walsh  
Director

May 6, 2005

Mary Ann Breckell  
Los Angeles Community College District  
400 W. Washington Boulevard  
Building A, Room A-108  
Los Angeles, CA 90015-4181

Subject: Los Angeles Trade Technical College 30 Year Vision Master Plan  
SCH#: 2004121007

Dear Mary Ann Breckell:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on May 4, 2005, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

Terry Roberts  
Director, State Clearinghouse

CC: J. Favaro  
S. PARKER  
D. Redden

RECEIVED  
MAY 13 2005  
STATE CLEARINGHOUSE

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2004121007  
**Project Title** Los Angeles Trade Technical College 30 Year Vision Master Plan  
**Lead Agency** Los Angeles Community College District

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**Type** EIR Draft EIR  
**Description** The 30-Year Master Plan includes implementation of the long-term development plans for the Los Angeles Trade-Technical College Campus. The project will involve the acquisition of 3.46 acres and will include the construction of 1.3 million sf of new instructional and office space on a 23-acre Campus. The projected future student enrollment will be 21,300, the same as projected for the 5-year Campus Plan.

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**Lead Agency Contact**

**Name** Mary Ann Breckell  
**Agency** Los Angeles Community College District  
**Phone** (213) 763-7040 **Fax**  
**email**  
**Address** 400 W. Washington Boulevard  
Building A, Room A-108  
**City** Los Angeles **State** CA **Zip** 90015-4181

---

**Project Location**

**County** Los Angeles  
**City** Los Angeles, City of  
**Region**  
**Cross Streets** Washington Boulevard and Grand Avenue

<b>Parcel No.</b>	<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>
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**Proximity to:**

**Highways** 10, 110  
**Airports**  
**Railways**  
**Waterways**  
**Schools** LATTC Campus, LAUSD  
**Land Use** R4 (Multi-Family Residential), C2 (Commercial) and M1 (Industrial)

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**Project Issues** Air Quality; Drainage/Absorption; Geologic/Seismic; Noise; Public Services; Toxic/Hazardous; Traffic/Circulation; Water Quality; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

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**Reviewing Agencies** Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Department of Health Services; Department of Fish and Game, Region 5; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control

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**Date Received** 03/21/2005 **Start of Review** 03/21/2005 **End of Review** 05/04/2005



May-08-05 08:02am From: LA Trade Tech College

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LAUAT TRADING STUDENT

## CITY OF LOS ANGELES

CALIFORNIA

JAMES K. HAHN  
MAYOR

COMMENT LETTER NO. 2

Wayne K. Tonda  
GENERAL MANAGERDEPARTMENT OF  
TRANSPORTATION  
221 N. FIGUEROA ST., SUITE 500  
LOS ANGELES, CA 90012  
(213) 580-1177  
FAX (213) 540-1198Grand Ave & Washington Bl  
DOT Case No. CEN 04-1428

May 5, 2005

Mary Ann Breckell  
Vice President, Administration  
Los Angeles Trade-Technical College  
400 W. Washington Boulevard, Building A, Room A-108  
Los Angeles, CA 90015**DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE LOS ANGELES TRADE  
TECHNICAL COLLEGE THIRTY-YEAR MASTER PLAN LOCATED ON THE SOUTHWEST  
CORNER OF GRAND AVENUE AND WASHINGTON BOULEVARD**

The Department of Transportation (DOT) has reviewed the DEIR prepared by Christopher A. Joseph and Associates, dated March 2005, and supporting traffic study prepared by traffic consultant, KAKU Associates, for the proposed Los Angeles Trade Technical College Thirty-Year Master Plan. DOT has previously commented on the DEIR for the Five-Year Master Plan for this school in a letter dated June 18, 2003, and a letter dated August 4, 2004, on the DEIR addendum. The project is located on the southwest corner Grand Avenue and Washington Boulevard. The school sits on the block bounded by Washington Boulevard on the north, 23<sup>rd</sup> Street on the south, Grand Avenue on the east, and Flower Street on the west. The study analyzed fifteen intersections and determined that one of the fifteen study intersections would be significantly impacted by project related traffic. Except as noted, the DEIR adequately evaluated the project's traffic impacts on the surrounding community.

Mary Ann Breckell

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May 5, 2005

**Project Description**

The proposed project is a thirty-year master plan, which includes the acquisition and integration of 3.46 acres of land east of Grand Avenue between 21<sup>st</sup> Street and 23<sup>rd</sup> Street. The project will construct 1.3 million square feet (SF) of instructional and office space beyond what was proposed in the five-year plan. The improvements will not result in an increase of student enrollment. The enrollment will remain at the level proposed in the five-year plan, 21,300 students. The thirty-year plan will add approximately 1,400 parking spaces, over the number proposed in the five-year plan, to the campus by the construction of three new parking structures and modification of existing parking facilities.

The DEIR analyzed three project alternatives to the proposed project. The first alternative is the No Project Alternative, in which no improvements would be constructed. The No Project Alternative would create more significant impacts due to loss of the additional parking and lack of changes to the circulation caused by the larger campus. The second alternative is the Reduced Density Alternative, which would add 975,000 SF of instructional and office space to the campus (325,000 SF less than the proposed project). The alternative would result in the same trip generation and same unmitigated significant impact at Grand Avenue and Washington Boulevard. The third alternative is the No Acquisition Alternative, which would add 1.3 million SF of instructional and office space to the campus and lease approximately 98,000 SF retail space. This alternative would result in the same significant impact at Grand Avenue and Washington Boulevard and would slightly increase the peak hour trips, 90 AM peak hour and 98 PM peak hour, due to the additional retail space.

**Trip Generation**

The project will not result in any new trips because the enrollment will not change.

**Significant Traffic Impact Locations**

The project will result in a significant impact at Grand Avenue and Washington Boulevard

**PROJECT REQUIREMENTS****A. Grand Avenue and Washington Boulevard**

LADOT concurs that no physical or operational mitigation measure was feasible at this intersection.

**B. Construction Impacts**

DOT recommends that a construction work site traffic control plan be submitted to DOT 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

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Mary Ann Breckell

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May 5, 2006

abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

### C. Highway Dedication and Street Widening Requirements

Grand Avenue is classified as a Major Class II Highway, which requires a 40-foot half-width roadway on a 52-foot half-width right-of-way.

Washington Boulevard is classified as a Major Class II Highway, which requires a 40-foot half-width roadway on a 52-foot half-width right-of-way.

Flower Street is classified as a Secondary Highway, which requires a 35-foot half-width roadway on a 45-foot half-width right-of-way.

23<sup>rd</sup> Street is classified as a Collector Street, which requires a 22-foot half-width roadway on a 32-foot half-width right-of-way.

It appears that additional highway dedication and street widening may be required for streets fronting the proposed project. The developer must check with the Bureau of Engineering (BOE) Land Development Group to determine the highway dedication, street widening and sidewalk requirements for the project.

### D. Parking Analysis

As noted previously, the proposed project will provide an additional 1,400 parking spaces to the number proposed in the five-year plan. The developer should check with the Department of Building and Safety on the number of Code required parking spaces needed for the project.

### E. Driveway Access

The review of this study 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 DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process. In order to minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. All driveways should be Case 2 driveways and 30 feet and 18 feet wide for two-way and one-way operations, respectively.

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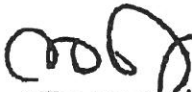
Mary Ann Brackell

- 4 -

May 5, 2005

If you have any questions, please contact Wes Pringle of my staff (213) 972-8482.

Sincerely,



Mike Bagheri, Transportation Engineer  
Department of Transportation

cc: Angie English, Council District No. 9  
Martha Stephenson, Central District, LADOT  
Taimour Tanavoli, Citywide Planning Coordination Section, LADOT  
Edmond Yew, Land Development Group, BOE  
Kaku Associates

Letters/LA\_TradeTech\_College\_30\_YR\_DEIR.wpd

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## VIII. BIBLIOGRAPHY/ACRONYMS

### A. ORGANIZATIONS AND PERSONS CONSULTED

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#### Regional Agencies

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818 West Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, California 90017-3435  
(213) 236-1800

Jeffrey M. Smith, AICP, Senior Regional Planner, Intergovernmental Review

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111 North Hope Street  
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Los Angeles County Metropolitan Transportation Authority (LACMTA)  
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Los Angeles, California 90012-2952  
(213) 922-2000

Susan Chapman, Program Manager, Long Range Planning



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## VIII. BIBLIOGRAPHY/ACRONYMS

### B. REFERENCES AND COMMONLY USED ACRONYMS

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#### Commonly Used Acronyms

AAM	Annual Arithmetic Mean
AB 939	California Integrated Waste Management Act of 1989

ACM	Asbestos Containing Material
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
AST	Aboveground Storage Tank
ATSAC	Automated Traffic Surveillance and Control
AWP	Annual Work Plan
bgs	Below ground surface
BMP	Best Management Practices
BTEX	Benzene, Toluene, Ethylbenzene, and Xylenes
C-DOCKET	Criminal Docket System
C2	Commercial
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CA FID	Facility Inventory Database
CAJA	Christopher A. Joseph & Associates
CalEPA	California Environmental Protection Agency
CAL-SITES	CalEPA potentially hazardous waste facilities database
CAL SLIC	CA Spills, Leaks, Investigation & Cleanup list
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CCTV	Closed circuit television
CDMG	California Division of Mines and Geology
CERCLIS	Compensation and Liability Information System
CEQA	California Environmental Quality Act
cf	Cubic feet
cfs	Cubic feet per second
CHMIRS	California Hazardous Material Incident Report System
CIWMB	California Integrated Waste Management Board
CLEANERS	EPA Dry-Cleaning Facilities database
CMA	Critical Movement Analysis
CMP	Congestion Management Plan (Los Angeles County)
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CORRACTS	Corrective Action Sites
CPA	Community Planning Area
CPU	Crime Prevention Unit
CS	Customer Station
CSULA	California State University Los Angeles

dB	Decibel
dBA	A-weighted decibel scale
DDA	Disposition and Development Agreement
DOCKET/CDETS	Enforcement Docking Systems/Consent Decree Tracking System
DS	Distributing station
du	Dwelling unit
DTSC	Department of Toxic Substances Control
DWP	Los Angeles Department of Water and Power
ECIS	East Central Interceptor Sewer
EIR	Environmental Impact Report
EMT	Emergency Medical Technician
EPCRA	Emergency Planning and Community Right-to-Know Act
ERNS	Emergency Response Notification System
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
FD	Federal Enforcement Dockets
FEDFAC	Federal Facilities Database
FEMA	Federal Emergency Management Agency
FIFRA	Federal Insecticide, Fungicide, & Rodenticide Act
FINDS	Facility Index System/Facility Identification Initiative Program Summary Report
GEN	Generator
gpd	Gallons per day
gpm	Gallons per minute
HAZNET	DTSC Hazardous Waste Manifests database
HCM	Highway Capacity Manual
HIST UST	Historical registered USTs database
HMS	Hazardous Materials System
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HWIS	Hazardous Waste Information System
I-10	Interstate 10 (Santa Monica Freeway)
IS	Industrial Station
ITE	Institute of Transportation Engineers
kV	Kilovolt
kWh	Kilowatt-hours
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	City of Los Angeles Department of Transportation
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code

LAPD	Los Angeles Police Department
LARWCB	Los Angeles Regional Water Quality Control Board
LATTC	Los Angeles Trade-Technical College
LAX	Los Angeles International Airport
LBP	Lead based paint
lbs/day	Pounds per day
lbs/yr	Pounds per year
LD	Larson Davis
LF	Lateral feet
Leq	Equivalent sound level
L <sub>max</sub>	Maximum sound level
L <sub>min</sub>	Minimum sound level
LOS	Level of Service
LQG	Large quantity generator
LRC	Learning Resource Center
LRT	Light rail transit
LUST	Leaking underground storage tank
LX	Commuter Express
μg/m <sup>3</sup>	Micrograms per cubic meter
M1	Industrial
mgd	million gallons per day
mi	Mile(s)
MMI	Modified Mercelli Intensity
mph	Miles per hour
msl	Mean sea level
MTA	Metropolitan Transportation Authority
MTBE	Methyl tert-Butyl Ether
MWD	Metropolitan Water District of Southern California
NAAQS	National Ambient Air Quality Standards
NFRAP	No Further Remediation Planned
NIFZ	Newport-Inglewood Fault Zone
NO	Nitric oxide
NO <sub>2</sub>	Nitrogen dioxide
NOP	Notice of Preparation
NOS	North Outfall Sewer
NOS-ECIS	North Outfall Sewer - East Central Interceptor Sewer
NO <sub>x</sub>	Nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NPL	National Priorities List
NT	Toxic Releases database

O <sub>3</sub>	Ozone
OGW	Oil and Gas Wells
PCBs	Polychlorinated biphenyls
PGA	Peak ground acceleration
PM <sub>10</sub>	Particulate matter greater than 10 microns in diameter (respirable particulate matter)
PM <sub>2.5</sub>	Particulate matter less than 2.5 microns in diameter
ppd	Pounds per day
ppm	Parts per million
ppmv	Parts per million by volume
PRC	Public Resources Code
psi	pounds per square inch
PUC	Public Utilities Commission
R4	Multi-Family Residential
RCPG	Regional Comprehensive Plan Guide
RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information System
REL	Reference Exposure Level
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendment and Reauthorization
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCH	State Clearinghouse
SETS	Site Enforcement Tracking System
sf	Square feet
SG	Soil gas
SGC	Southern California Gas Company
SO <sub>2</sub>	Sulfur dioxide
SO <sub>x</sub>	Sulfur oxides
SQG	Small quantity generator
SR	State Route
SR-110	State Route 110 (Harbor Freeway)
SRRE	Source Reduction and Recycling Element
SUSMP	Standard Urban Stormwater Mitigation Plan
SVOC	Semi-volatile organic compound
SWAT	Solid Waste Assessment Test
SWIS	Solid Waste Information System
SWMP	Stormwater Management Plan



SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TOXIC PITS	Toxic pit cleanup sites database
TPH	Total petroleum hydrocarbons
TRPH	Total Recoverable Petroleum Hydrocarbons
TSCA	Toxic Substances Control Act
TSD	Treatment, Storage, Disposal Facilities
UCLA	University of California at Los Angeles
USC	University of Southern California
USEPA	United States Environmental Protection Agency
UST	Underground storage tanks
V/C	Volume to Capacity ratio
VOC	Volatile Organic Compound
vph	Vehicles per hour
WDS	Waste Discharge System
WIP	Well Investigation Program
WMUDS	Waste Management Unit Database
WQ	Drinking Water Program database



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## VIII. BIBLIOGRAPHY/ACRONYMS

### C. PREPARERS OF THE EIR

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Los Angeles Community College District  
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Los Angeles, California 90015-4181

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400 West Washington Boulevard  
Los Angeles, California 90015-4181  
(213) 763-7040  
Mary Ann Breckell

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Brett Pomeroy, Research Assistant  
Whitney Allen, Research Assistant

# **APPENDIX A**







**LATTC 30-YEAR VISION MASTER PLAN  
ENVIRONMENTAL IMPACT REPORT  
NOTICE OF PREPARATION**

**TO:** Public Agencies, Organizations, and Interested Parties

**DATE:** November 29, 2004

**SUBJECT:** The Los Angeles Community College District ("District") will be the Lead Agency and will prepare an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the Project described below. The District, in cooperation with the Los Angeles Trade Technical College (LATTC), requests your views as to the scope and content of environmental information that is germane to your statutory responsibilities or interest in the Proposed Project. This request is made in accordance with California Code of Regulations, Title 14 (CEQA Guidelines) Sections 15082, 15103, and 15375. Your agency will need to use the EIR when considering any permit or other approval that your agency may issue for this project.

**RESPONSE:** The District/LATTC will accept responses to this Notice of Preparation (NOP) from the date of this notice through and including December 30, 2004. Please indicate a contact person for your agency or organization, and send your response to:

Mary Ann Breckell  
Vice President, Administration  
Los Angeles Trade-Technical Community College  
400 W. Washington Blvd., Building A, Room A-108  
Los Angeles CA 90015-4181

**PROJECT TITLE:** Los Angeles Trade-Technical College 30-Year Vision Master Plan.

**PROJECT LOCATION:** The LATTC Campus is located at 400 W. Washington Boulevard in the Southeast Los Angeles Community Planning area of the City of Los Angeles (See Figure 1, Project Location Map (attached)). The Campus currently occupies approximately 28.6 acres generally bounded by Flower Street to the west, Washington Boulevard to the north, Grand Avenue to the east, and 23<sup>rd</sup> Street to the south and includes the southern portion (2.3 acres) of the city block bounded by Washington Boulevard, Grand Avenue, Olive Street and 21<sup>st</sup> Street. The 30-Year Vision Master Plan proposes to acquire and develop an additional 3.5 acres of property located east of the main campus, bounded by Grand Avenue to the east, 21<sup>st</sup> Street to the north, Olive Street to the west, and 23<sup>rd</sup> Street to the south, including the vacation of the 22<sup>nd</sup> Street right-of-



way between Grand Avenue and Olive Street. When completed, the 30-Year Master Plan will occupy approximately 32.2 acres.

**PROJECT DESCRIPTION:** The purpose of the 30-Year Vision Master Plan is to fulfill and implement the long-term development plans for the College building upon the organizational and structural improvements that will be implemented as part of the 5-Year Campus Plan 2002. While the 30-Year Vision Master Plan is a conceptual living document by nature, it identifies specific construction, demolition, renovation and other facility improvements to be achieved following implementation of the 5-year Campus Plan.

The 5-Year Campus Plan anticipated an enrollment increase from a current level of approximately 15,000 to a future level of 21,300 students. The enrollment projections for the 30-Year Master Plan do not exceed these projections.

A major component of the 30-Year Vision Master Plan is the acquisition and integration of 3.09 acres east of Grand Avenue between 21<sup>st</sup> and 23<sup>rd</sup> Streets into the overall campus plan. The acquisition of these properties would allow for an organization of the campus into four basic functional components: 1) Liberal Arts and Sciences on the north campus; 2) Physical Education and Recreation on the south campus; 3) Vocational Department and Programs along both sides of Grand Avenue; and 4) Campus Services distributed along Grand and the 21<sup>st</sup> Street alignment. A major step toward fulfillment of the thirty year vision is the relocation of the vocational programs located in the existing "F" building to the site east of Grand Avenue between 21<sup>st</sup> and 23<sup>rd</sup> Streets.

In all, the 30-Year Vision Master Plan proposes 3.1 million square feet of instructional and office space beyond that which is provided in the 5-Year Campus Plan. The vehicular circulation and parking strategy of the 5-Year Plan is expanded and strengthened in the 30-Year Vision with the establishment of three additional parking structures planned such that they can be staged in tandem with the construction of expanded instructional/office facilities thus maintaining a functioning ratio of parking to building gross floor areas.

A summary of the basic uses of the campus as a percentage of the overall campus property in the Existing, 5-Year, and 30-Year Campus Plans is provided on page 3. A conceptual Site Plan illustrating the campus arrangement upon completion of the 30-Year Vision Master Plan is shown in Figure 2 (attached).

**POTENTIAL ENVIRONMENTAL EFFECTS:** The potential environmental impacts resulting from construction and operation of the LATTC 30-Year Vision Master Plan EIR will be analyzed within the scope of the EIR. Upon preliminary review, the scope of the EIR will include detailed analysis of the following environmental issue areas: air quality, aesthetics, land use consistency, geotechnical hazards/seismicity, hazardous materials/risk of upset, hydrology/water quality, noise, traffic/circulation/parking, construction effects, and cumulative and growth inducing effects. The issues to be analyzed within the scope of the EIR




Existing and Proposed Development Summary  
 LATTC 30-Year Vision Master Plan

Land Use	Existing Campus	5-Year Plan	30-Year Vision
Total Land Area	1,184,822 (27.16 acres)	1,249,819 (28.6 acres)	1,401,253 (32.2 acres)
Building Footprint	36.6%	36%	44.5%
Landscape	3%	17%	13.1%
PE/Recreation	12.3%	13%	12.4%
Service	7.2%	4%	.5%
Pedestrian Areas	14.6%	24%	27.3%
Vehicular Uses	14.7%	6%	2.2%
Un-assigned	11.6%	0%	0%
Total Campus	100%	100%	100%
Source: Los Angeles Trade Technical College, Campus Plan 2002 Master Plan.			

may be refined or expanded based on subsequent review and public and agency comments during the 30-day NOP review period.

**SCOPING MEETING:** Pursuant to Section 15083 of the State CEQA Guidelines a scoping meeting will be held to solicit public and agency comments regarding the scope and content of environmental information that will be included in the EIR. The date, time and location of this public scoping meeting is as follows:

Date: Wednesday December 8, 2004  
 Time: 6:00-7:00 p.m.  
 Location: Los Angeles Trade-Technical Community College Campus  
 400 W. Washington Blvd.,  
 Learning Resource Center (LRC) Building D, Room 107  
 Los Angeles CA 90015-4181

  
 (Signature)  
 Shane E. Parker  
 Christopher A. Joseph & Associates  
 (310) 473-1600 ext. 20

November 29, 2004  
 Date

# Reviewing Agencies Checklist

Form A, continued

## KEY

**S** = Document sent by lead agency

**X** = Document sent by SCH

✓ = Suggested distribution

### Resources Agency

- ☐ Boating & Waterways
- ☐ Coastal Commission
- ☐ Coastal Conservancy
- ☐ Colorado River Board
- ☐ Conservation
- ☐ Fish & Game
- ☐ Forestry & Fire Protection
- ☐ Office of Historic Preservation
- ☐ Parks & Recreation
- ☐ Reclamation Board
- ☐ S.F. Bay Conservation & Development Commission
- ☐ Water Resources (DWR)

### Business, Transportation & Housing

- ☐ Aeronautics
- ☐ California Highway Patrol
- ✓ ☐ CALTRANS District # 7
- ☐ Department of Transportation Planning (headquarters)
- ☐ Housing & Community Development

### Food & Agriculture

### Health & Welfare

- ☐ Health Services

### State & Consumer Services

- ☐ General Services
- ✓ ☐ OLA (Schools)

### Environmental Protection Agency

- ☐ Air Resources Board
- ☐ California Waste Management Board
- ☐ SWRCB: Clean Water Grants
- ☐ SWRCB: Delta Unit
- ☐ SWRCB: Water Quality
- ☐ SWRCB: Water Rights
- ✓ ☐ Regional WQCB # 4 (Los Angeles)

### Youth & Adult Corrections

- ☐ Corrections

### Independent Commissions & Offices

- ☐ Energy Commission
- ☐ Native American Heritage Commission
- ☐ Public Utilities Commission
- ☐ Santa Monica Mountains Conservancy
- ☐ State Lands Commission
- ☐ Tahoe Regional Planning Agency

☐ Other \_\_\_\_\_

### Public Review Period (to be filled in by lead agency)

Starting Date December 1, 2004

Ending Date December 30, 2004

Signature 

Date November 29, 2004

### Lead Agency (Complete if applicable):

Consulting Firm: Christopher A. Joseph & Associates  
Address: 11849 W. Olympic Blvd., suite 101  
City/State/Zip: Los Angeles, CA 90064  
Contact: Shane E. Parker, Principal  
Phone: (310) 473-1600 ext. 20

### For SCH Use Only:

Date Received at SCH \_\_\_\_\_

Date Review Starts \_\_\_\_\_

Date to Agencies \_\_\_\_\_

Date to SCH \_\_\_\_\_

Clearance Date \_\_\_\_\_

Notes:

### Applicant: LACCD/LATTC

Address: 400 W. Washington Blvd., Bldg. A, Room A-108  
City/State/Zip: Los Angeles, CA 90015-4181  
Phone: (213) (213) 763-7040 Mary Ann Breckell, VP



# **Notice of Completion & Environmental Document Transmittal**

SCH # \_\_\_\_\_

Mail to: State Clearinghouse, PO Box 3044, Sacramento, CA 95812-3044 916/445-0611

**Project Title:** Los Angeles Trade Technical College 30 Year Vision Master Plan

Lead Agency: Los Angeles Community College District/LATTC

Contact Person: Mary Ann Breckell, VP Administration

Mailing Address: 400 w. Washington Blvd., Bldg A, Room A-108

Phone: (213) 763-7040

City: Los Angeles

Zip: 90015-4181

County: Los Angeles

## **Project Location:**

County: Los Angeles

City/Nearest Community: City of Los Angeles

Cross Streets: Washington Blvd., and Grand Avenue

Zip Code: 90015

Total Acres: 32.2

Assessor's Parcel No. \_\_\_\_\_

Section: \_\_\_\_\_

Twp. \_\_\_\_\_

Range: \_\_\_\_\_

Base: \_\_\_\_\_

Within 2 Miles: State Hwy #: 10, 110

Waterways: \_\_\_\_\_

Airports: \_\_\_\_\_

Railways: \_\_\_\_\_

Schools: LATTC Campus, LAUSD

## **Document Type:**

CEQA:

☒ NOP

☐ Early Cons

☐ Neg Dec

☐ Draft EIR

☐ Supplement/Subsequent EIR

(Prior SCH No.) \_\_\_\_\_

☐ Other \_\_\_\_\_

NEPA:

☐ NOI

☐ EA

☐ Draft EIS

☐ FONSI

Other:

☐ Joint Document

☐ Final Document

☐ Other \_\_\_\_\_

## **Local Action Type:**

☐ General Plan Update

☐ General Plan Amendment

☐ General Plan Element

☐ Community Plan

☐ Specific Plan

☒ Master Plan

☐ Planned Unit Development

☐ Site Plan

☐ Rezone

☐ Prezone

☐ Use Permit

☐ Land Division (Subdivision, etc.)

☐ Annexation

☐ Redevelopment

☐ Coastal Permit

☐ Other \_\_\_\_\_

## **Development Type:**

☐ Residential: Units \_\_\_\_\_ Acres \_\_\_\_\_

☐ Office: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_

☐ Commercial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_

☐ Industrial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_

☒ Educational Existing Campus Redevelopment/Expansion

☐ Recreational \_\_\_\_\_

☐ Water Facilities: Type \_\_\_\_\_ MGD \_\_\_\_\_

☐ Transportation: Type \_\_\_\_\_

☐ Mining: Mineral \_\_\_\_\_

☐ Power: Type \_\_\_\_\_ Watts \_\_\_\_\_

☐ Waste Treatment: Type \_\_\_\_\_

☐ Hazardous Waste: Type \_\_\_\_\_

☐ Other: \_\_\_\_\_

**Funding (approx.):**

Federal \$ \_\_\_\_\_

State \$ 138 million

Total \$ \_\_\_\_\_

## **Project Issues Discussed in Document:**

☒ Aesthetic/Visual

☐ Agricultural Land

☒ Air Quality

☐ Archeological/Historical

☐ Coastal Zone

☒ Drainage/Absorption

☐ Economic/Jobs

☐ Fiscal

☐ Flood Plain/Flooding

☐ Forest Land/Fire Hazard

☒ Geologic/Seismic

☐ Minerals

☒ Noise

☐ Population/Housing Balance

☒ Public Services/Facilities

☐ Recreation/Parks

☐ Schools/Universities

☐ Septic Systems

☐ Sewer Capacity

☐ Soil Erosion/Compaction/Grading

☐ Solid Waste

☒ Toxic/Hazardous

☒ Traffic/Circulation

☐ Vegetation

☒ Water Quality

☐ Water Supply/Groundwater

☐ Wetland/Riparian

☐ Wildlife

☒ Growth Inducing

☒ Landuse

☒ Cumulative Effects

☐ Other \_\_\_\_\_

## **Present Land Use/Zoning/General Plan Designation:**

R4 (Multi-Family Residential), C2 (Commercial) and M1 (Industrial)

## **Project Description:**

The 30-Year Vision Master Plan includes implementation of the long-term development plans for the Los Angeles Trade-Technical College Campus. The project will involve the acquisition of 3.09 acres and will include the construction of 3.1 million sf of new instructional and office space on a 23-acre Campus. The projected future student enrollment will be 21,500, the same as projected for the 5-year Campus Plan January 2004

California Home

Tuesday, December 7, 2004

[OPR Home](#) > [CEQAnet Home](#) > [CEQAnet Query](#) > [Search Results](#) > [Document Description](#)

## Los Angeles Trade Technical College 30 Year Vision Master Plan

**SCH Number:** 2004121007**Type:** NOP**Project Description**

The 30-Year Vision Master Plan includes implementation of the long-term development plans for the Los Angeles Trade-Technical College Campus. The project will involve the acquisition of 3.09 acres and will include the construction of 3.1 million sf of new instructional and office space on a 23-acre Campus. The projected future student enrollment will be 21,500, the same as projected for the 5-year Campus Plan.

**Project Lead Agency**

Los Angeles Community College District

**Contact Information****Primary Contact:**

Mary Ann Breckell  
Los Angeles Community College District  
213 763-7040  
400 W. Washington Boulevard  
Building A, Room A-108  
Los Angeles, CA 90015-4181

**Project Location**

County: Los Angeles  
City: Los Angeles, City of  
Region:  
Cross Streets: Washington Boulevard and Grand Avenue  
Parcel No:  
Township:  
Range:  
Section:  
Base:  
Other Location Info:

**Proximity To**

Highways: 10, 110  
Airports:  
Railways:  
Waterways:  
Schools: LATTC Campus, LAUSD  
Land Use: R4 (Multi-Family Residential), C2 (Commercial) and M1 (Industrial)

**Development Type**

Educational

**Local Action**

Master Plan

**Project Issues**

Aesthetic/Visual, Air Quality, Drainage/Absorption, Geologic/Seismic, Noise, Public Services, Toxic/Hazardous, Traffic/Circulation, Water Quality, Growth Inducing, Landuse, Cumulative Effects

**Reviewing Agencies** (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

---

**Date Received:** 12/1/2004 **Start of Review:** 12/1/2004 **End of Review:** 12/30/2004

---

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**Metro**

Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

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04 DEC -8 PM 1:48

ADMINISTRATION OFFICE  
LATS

December 1, 2004

Mary Ann Breckell  
Vice President, Administration  
Los Angeles Trade-Technical Community College  
400 W. Washington Blvd., Building A, Room A-108  
Los Angeles CA 90015-4181

Dear Ms. Breckell:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Los Angeles Trade-Technical College 30-Year Vision Master Plan. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with both highway and freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2002 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

1. Evidence that the affected transit operators received the NOP for the Draft EIR;
2. A summary of the existing transit services in the area;
3. Estimated project trip generation and mode assignment for both morning and evening peak periods;
4. Documentation on the assumptions/analyses used to determine the number of percentage of trips assigned to transit;

CC: Shane Parker

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ADMINISTRATION OFFICE

5. Information on facilities and/or programs that will be incorporated in to the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
6. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

The MTA looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-6908 or email at [chapmans@metro.net](mailto:chapmans@metro.net). Please send the Draft EIR to the following address:

LACMTA  
One Gateway Plaza  
Attn: Susan Chapman  
Long Range Planning, 99-23-2  
Los Angeles, CA 90012-2952

Sincerely,



Susan Chapman  
Program Manager, Long Range Planning





South Coast  
Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • <http://www.aqmd.gov>

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04 DEC 16 PM 3:40

ADMINISTRATION OFFICE  
LATTG

December 9, 2004

Ms. Mary Ann Breckell  
Vice President, Administration  
Los Angeles Trade-Technical Community College  
400 W. Washington Blvd., Bldg A, Rm A-108  
Los Angeles, CA 90015-4181

Dear Ms. Breckell:

**Notice of Preparation of a Draft Environmental Impact Report for  
Los Angeles Trade-Technical College 30-Year Vision Master Plan**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion.

**Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: [www.arb.ca.gov](http://www.arb.ca.gov).

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should

**COPY**

be included in the analysis. It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: [http://www.aqmd.gov/ceqa/handbook/diesel\\_analysis.doc](http://www.aqmd.gov/ceqa/handbook/diesel_analysis.doc). An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

#### **Mitigation Measures**

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

#### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

*Steve Smith*

Steve Smith, Ph.D.  
Program Supervisor, CEQA Section  
Planning, Rule Development and Area Sources

SS:CB:li

LAC041207-02LI  
Control Number

cc: ✓ Shane Parker  
Daryl Redden  
Bill Smith



JAMES K. HAHN  
Mayor

Commission  
DOMINICK W. RUBALCAVA, *President*  
SID C. STOLPER, *Vice President*  
ANNIE E. CHO  
GERARD McCALLUM II  
SILVIA SAUCEDO  
SUSAN C. PARKS, *Secretary*

DAVID H. WIGGS, *General Manager*  
FRANK SALAS, *Chief Administrative Officer*

December 10, 2004

Mary Ann Breckell  
Vice President, Administration  
Los Angeles Trade-Technical  
Community College  
400 W. Washington Blvd.  
Building A, Room A-108  
Los Angeles, CA 90015-4148

RECEIVED  
04 DEC 14 PM 3:39  
COMMUNITY OFFICE

Dear Ms. Breckell:

Subject: Los Angeles Trade-Technical Community College 30-Year Vision Master Plan  
Response to Notice of Preparation

The Los Angeles Department of Water and Power (LADWP) has received your Notice of Preparation (NOP) for the Los Angeles Trade-Technical Community College (LATTC) 30-year Vision Master Plan. As a public agency, LADWP was contacted to share comments as to the scope and content of environmental information to be contained in the EIR.

The LATTC Campus is located at 400 W. Washington Boulevard in the Southeast Los Angeles Community Planning area of the City of Los Angeles. The campus currently occupies approximately 28.6 acres generally bounded by Flower Street to the west, Washington Boulevard to the north, Grand Avenue to the east, and 23<sup>rd</sup> street to the south, and includes the southern portion (2.3 acres) of the city block bounded by Washington Boulevard, Grand Avenue, Olive Street and 21<sup>st</sup> street. The 30-Year vision Master Plan proposes to acquire and develop an additional 3.2 acres of property located east of the main campus, bounded by Grand Avenue to the east, 21<sup>st</sup> Street to the north, Olive Street to the west, and 23<sup>rd</sup> Street to the south, including the vacation of the 22<sup>nd</sup> street right-of way.

The purpose of the 30-year Vision Master Plan is the acquisition and integration of 3.09 acres east of Grand Avenue between 21<sup>st</sup> and 23<sup>rd</sup> Streets into the overall campus plan. The acquisition of these properties would allow for an organization of the campus into four basic functional components: 1) Liberal Arts and Sciences on the north campus; 2) Physical Education and Recreation on the south campus; 3) Vocational

## Water and Power Conservation ...a way of life

111 North Hope Street, Los Angeles, California 90012-2607 Mailing address: Box 51111, Los Angeles 90051-5700  
Telephone: (213) 367-4211 Cable address: DEWAPOLA

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CC: Shane Parker

Ms. Mary Ann Breckell  
Page 2  
December 10, 2004

Department and Programs along both sides of Grand Avenue; and 4) Campus Services distributed along Grand and the 21<sup>st</sup> Street alignment.

We are providing information for consideration and incorporation into the planning, design, and development efforts for the proposed project. Regarding 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@ladwp.com](mailto:Alvin.Bautista@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.

If proposed project parameters (e.g., development details such as type, square footage, 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  
Chief Operating Officer – Water System  
Los Angeles Department of Water and Power  
111 North Hope Street, Room 1455  
Los Angeles, CA 90012

Below you will find some general information regarding water and power needs, as well as some energy efficiency and conservation measures for your reference.

### **Water Needs**

Once a determination of the proposed project fire demands has been made, LADWP will assess the need for additional facilities, if any.

As the project proceeds further in the design phase, we recommend the project applicant or designated Project Management Engineer contact Mr. Hugo Torres at (213) 367-1178 or by e-mail at [Hugo.Torres@ladwp.com](mailto:Hugo.Torres@ladwp.com) to make arrangements for water supply service needs.

### **Power Needs**

It should be noted that the Project Applicant may be financially responsible for some of infrastructure improvements (e.g., installation of electric power facilities or service connections) necessary to serve the proposed project.

As the project proceeds further, please contact one of our Engineering Offices, as listed on page 1-4 of the Electric Service Requirements (available on-line at [www.ladwp.com](http://www.ladwp.com)) for dealing with power services and infrastructure needs.

### **Water and Energy Conservation**

LADWP has a number of energy efficiency and water conservation programs. Since the proposed project is in the planning and design phase, it may be an opportunity to incorporate some of these measures in the design and operations of the proposed facilities.

**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. Some water conservation measures are enclosed. Mr. Thomas Gackstetter is the Water Conservation Program Manager and can be reached at (213) 367-0936 or by e-mail at [Thomas.Gackstetter@ladwp.com](mailto:Thomas.Gackstetter@ladwp.com).

**Energy Efficiency.** LADWP suggests consideration and incorporation of energy-efficient design measures (enclosed) 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 to reduce peak electrical demand and energy costs. Mr. Steve Matsuda is the Program Manager and can be reached at (213) 367-4947 or by e-mail at [Steve.Matusda@ladwp.com](mailto:Steve.Matusda@ladwp.com).

**Renewable Solutions and Advanced Technologies.** LADWP is committed to promoting the development of clean, efficient and renewable energy solutions. We have several programs, including Green Power for a Green LA, Customer Generation Rebate Program and advanced energy generation and transportation expertise that may be useful. Mr. William Glauz is the Program Manager and can be reached at (213) 367-0410 or by e-mail at [William.Glauz@ladwp.com](mailto:William.Glauz@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



Ms. Mary Ann Breckell  
Page 4  
December 10, 2004

to add an estimated 200,000 shade trees to the Los Angeles urban environment starting in March 2002. The program is intended to provide shade trees to LADWP residential customers to provide natural cooling and thus reduce air conditioning electricity use. Mr. Steve Matsuda is the Program Manager and can be reached at (213) 367-4947 or by e-mail at [Steve.Matusda@ladwp.com](mailto:Steve.Matusda@ladwp.com).

**Solar Energy.** Solar power is a renewable, nonpolluting energy source that can help reduce our dependence on fossil fuels. Ms. Josephine Gonzalez is the Solar Energy Program Manager and can be reached at (213) 367-0414 or by e-mail at [Josephine.Gonzalez@ladwp.com](mailto:Josephine.Gonzalez@ladwp.com).

Please include LADWP in your mailing list and address it to the undersigned in Room 1044. We look forward to reviewing your environmental document for the proposed project. If there are any additional questions, please contact Ms. Nadia Dale of my staff at (213) 367-1745.

Sincerely,



Charles C. Holloway  
Supervisor of Environmental Assessment

ND:gc

Enclosures

c: Mr. Alvin Bautista  
Mr. Hugo Torres  
Mr. Kris Jolley  
Mr. Thomas Gackstetter  
Mr. Steve Matsuda  
Mr. William Glauz  
Ms. Josephine Gonzalez  
Ms. Nadia Dale

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## **LADWP WATER AND ENERGY CONSERVATION MEASURES**

04/22/14 PM 2:39

### **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).

CC: Shane Parker

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.

2. 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.
3. The availability of recycled water should be investigated as a source to irrigate large landscaped areas.
4. 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.
5. 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.
6. 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.
7. 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.

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 photosensitive 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 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. Steve Matsuda, Director of Energy Efficiency Solutions, at (213) 367-4947.

W&P ConsrvtnMeasures v.082802

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SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

**Main Office**

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**San Diego County Transportation Authority:** Charles Smith, Orange County

**San Diego County Transportation Commission:** John Lowe, Hemet

**San Diego County Transportation Commission:** Bill

December 14, 2004

Ms. Mary Ann Breckell  
Vice President, Administration  
Los Angeles Trade-Technical Community College  
400 W. Washington Blvd., Building A, Room A-108  
Los Angeles, CA 90015-4181

**RE: SCAG Clearinghouse No. I20040814 Los Angeles Trade-Technical College 30-Year Vision Master Plan**

Dear Ms. Breckell:

Thank you for submitting the **Los Angeles Trade-Technical College 30-Year Vision Master Plan** 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 Trade-Technical College 30-Year Vision 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 will be published in SCAG's **December 1-15, 2004** 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

CC: ✓ Share Parker



# **APPENDIX B**





**SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS**

Project Title: Los Angeles Trade Tech

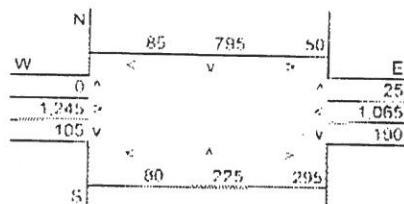
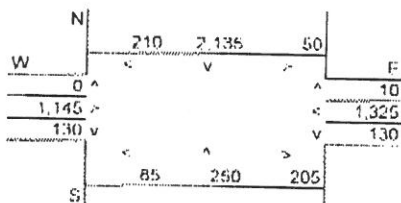
**Background Information**

Nearest Air Monitoring Station measuring CO: Los Angeles North Main Street  
 Background 1-hour CO Concentration (ppm): 5.1  
 Background 8-hour CO Concentration (ppm): 3.1  
 Persistence Factor: 0.6  
 Analysis Year: 2025

**Roadway Data**

Intersection: Grand Avenue and Washington Boulevard  
 Analysis Condition: Future Plus Project Traffic Volumes

	Roadway Type	No. of Lanes	Average Speed	
			A.M.	P.M.
North-South Roadway: Grand Avenue	At Grade	6	20	20
East-West Roadway: Washington Boulevard	At Grade	6	20	20

**A.M. Peak Hour Traffic Volumes****P.M. Peak Hour Traffic Volumes****Highest Traffic Volumes (Vehicles per Hour)**

N-S Road: 1,690  
 E-W Road: 2,870

N-S Road: 2,935  
 E-W Road: 2,895

**Roadway CO Contributions and Concentrations**Emissions = (A x B x C) / 100,000<sup>1</sup>

Roadway	A <sub>1</sub>	A <sub>2</sub>	A <sub>3</sub>	B	C	Estimated CO Concentrations		
	Reference CO Concentrations 25 Feet	50 Feet	100 Feet	Traffic Volume	Emission Factors <sup>2</sup>	25 Feet	50 Feet	100 Feet
<b>A.M. Peak Traffic Hour</b>								
North-South Road	2.3	2.0	1.7	1,690	1.37	0.05	0.05	0.04
East-West Road	6.1	4.9	3.5	2,870	1.37	0.24	0.10	0.14
<b>P.M. Peak Traffic Hour</b>								
North-South Road	6.1	4.9	3.5	2,935	1.37	0.24	0.20	0.14
East-West Road	2.3	2.0	1.7	2,895	1.37	0.09	0.08	0.07

<sup>1</sup> Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).<sup>2</sup> Emission factors from EMFAC2002 (2003).**Total Roadway CO Concentrations**Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration<sup>2</sup>8-Hour Emissions = ((Highest Peak Hour Concentration + Background 1 hour Concentration) x Persistence Factor) + Background 8-hour Concentration<sup>2</sup>

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.4	5.4	3.3
50 Feet from Roadway Edge	5.3	5.4	3.3
100 Feet from Roadway Edge	5.3	5.3	3.3

<sup>2</sup> Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).

Page: 1

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects\K2\LA Trade Tech.mdb  
 Project Name: LA Trade Tech  
 Project Location: South Coast Air Basin (Los Angeles area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
 (Pounds/Day Summer)

## CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2005 ***							
TOTALS (lbs/day, unmitigated)	11.44	137.84	74.51	1.15	25.47	4.17	21.30
TOTALS (lbs/day, mitigated)	11.44	137.84	74.51	1.15	25.47	4.17	21.30
*** 2006 ***							
TOTALS (lbs/day, unmitigated)	26.19	195.75	194.98	0.00	13.91	8.91	5.00
TOTALS (lbs/day, mitigated)	26.19	194.57	194.98	0.00	8.31	3.31	5.00
*** 2007 ***							
TOTALS (lbs/day, unmitigated)	26.09	186.42	200.43	0.00	6.43	8.17	0.26
TOTALS (lbs/day, mitigated)	26.09	178.49	200.43	0.00	3.29	3.03	0.26
*** 2008 ***							
TOTALS (lbs/day, unmitigated)	25.97	177.61	205.58	0.00	7.69	7.43	0.26
TOTALS (lbs/day, mitigated)	25.97	122.41	205.58	0.00	3.02	2.76	0.26
*** 2009 ***							
TOTALS (lbs/day, unmitigated)	130.47	109.77	210.90	0.00	7.23	6.97	0.26
TOTALS (lbs/day, mitigated)	66.35	116.31	210.90	0.00	2.85	2.59	0.26
*** 2010 ***							
TOTALS (lbs/day, unmitigated)	129.26	0.58	12.69	0.00	0.28	0.02	0.26
TOTALS (lbs/day, mitigated)	65.16	0.58	12.69	0.00	0.28	0.02	0.26

## AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.59	5.93	3.54	0.00	0.01

## OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	7.70	0.11	1.05	0.00	0.13

## SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	8.29	6.05	4.58	0.00	0.15

Table 2  
December 2001  
Exceedances of Standards and Maximum Concentrations

Source/Receptor	Ozone										Carbon Monoxide				Nitrogen Dioxide				Sulfur Dioxide			
	Exceeding State Std	Days Exceeding Health Advisory	Days Exceeding 1-hr 8-hr	Max 1-hr ppm	Max 8-hr ppm	Days Exceeding State Std	Days Exceeding Fed Std	Days Exceeding 8-hr/1-hr	Days Exceeding 8-hr/1-hr	Days Exceeding 8-hr/1-hr	Max 8-hr ppm	Max 1-hr ppm	Max 24-hr ppm	Max 1-hr ppm	Max 1-hr ppm	Max 1-hr ppm	Max 1-hr ppm	Max 1-hr ppm	Max 1-hr ppm	Max 1-hr ppm	Max 1-hr ppm	Max 1-hr ppm
LOS ANGELES COUNTY																						
1 Central LA	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
2 Northwest Coastal LA County	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
3 Southwest Coastal LA County	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
4 South Coastal LA County	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
6 West San Fernando Valley	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
7 East San Fernando Valley	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
8 West San Gabriel Valley	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
9 East San Gabriel Valley 1	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
10 East San Gabriel Valley 2	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
11 Pomona/Walnut Valley	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
12 South San Gabriel Valley	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
13 South Central LA County	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
14 Santa Clarita Valley	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
ORANGE COUNTY																						
16 North Orange County	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
17 Central Orange County	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
18 North Coastal Orange County	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
19 Saddleback Valley	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
RIVERSIDE COUNTY																						
22 Norco/Corona	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
23 Metropolitan Riverside County 1	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
24 Metropolitan Riverside County 2	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
25 Perris Valley	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
26 Lake Elsinore	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
29 Banning Airport	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
30 Coachella Valley 1**	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
31 Coachella Valley 2**	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
SAN BERNARDINO COUNTY																						
32 Northwest San Bernardino Valley	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
33 Southwest San Bernardino Valley	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
34 Central San Bernardino Valley 1	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
35 Central San Bernardino Valley 2	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
36 East San Bernardino Valley	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
37 Central San Bernardino Mountains	0	0	0	0	0.04	0.033	0	0	0	0	0.04	0.033	0	0	0	0	0	0	0	0	0.010	0.01
District maximum																						
** Salton Sea air basin	0	0	0	0	0.06	0.050	0	0	0	0	0.06	0.050	0	0	0	0	0	0	0	0	0.012	0.02

Table 2 - continued  
December 2001  
Exceedances of Standards and Maximum Concentrations

Source/Receptor	PM10				Lead**		Sulfate		PM2.5	
	No. (%) Days Exceeding State Standard	No. (%) Days Exceeding Federal Standard	Number Days Sampled	Max 24-hr Average	Number Days Sampled	Monthly Average ug/m3	Number Days Sampled	Maximum 24-hr Average ug/m3	Number Days Sampled	Maximum 24-hr Federal Standard ug/m3
<b>LOS ANGELES COUNTY</b>										
1 Central LA	1 (20%)	0 (0%)	5	64	5	0.03	5	3.3	28	0
2 Northwest Coastal LA County								3.3		62.5
3 Southwest Coastal LA County	0 (0%)	0 (0%)	5	50	5	0.02	5	6.3		
4 South Coastal LA County	1 (20%)	0 (0%)	5	56	5	0.03	5	5.6		
6 West San Fernando Valley										
7 East San Fernando Valley	1 (20%)	0 (0%)	5	63						
8 West San Gabriel Valley								1.6		45.2
9 East San Gabriel Valley 1	0 (0%)	0 (0%)	5	50	5		5	1.7		30.6
10 Pomona/Walnut Valley										46.9
11 South San Gabriel Valley										
12 South Central LA County					4	0.04	4	6.0	9	39.8
13 Santa Clarita Valley	0 (0%)	0 (0%)	5	20	5	0.03	5	5.4	10	49.9
<b>ORANGE COUNTY</b>										
16 North Orange County										
17 Central Orange County	1 (20%)	0 (0%)	5	52					30	0
18 North Coastal Orange County										44.6
19 Saddleback Valley	0 (0%)	0 (0%)	5	33					7	0
<b>RIVERSIDE COUNTY</b>										
22 Norco/Corona	1 (25%)	0 (0%)	4	58						
23 Metropolitan Riverside County 1	1 (13%)	0 (0%)	8	74	5	0.02	5	2.9	30	0
23 Metropolitan Riverside County 2					6	0.02	6	2.2	9	0
24 Perris Valley	0 (0%)	0 (0%)	5	47						34.9
25 Lake Elsinore										
29 Banning Airport	0 (0%)	0 (0%)	4	8						
30 Coachella Valley 1**	0 (0%)	0 (0%)	5	17						
30 Coachella Valley 2**	0 (0%)	0 (0%)	10	38					10	0
<b>SAN BERNARDINO COUNTY</b>										
32 Northwest San Bernardino Valley					5	0.02	5	1.9		
33 Southwest San Bernardino Valley	1 (20%)	0 (0%)	5	80					8	0
34 Central San Bernardino Valley 1	1 (20%)	0 (0%)	5	54	5		5	1.9	9	0
34 Central San Bernardino Valley 2	0 (0%)	0 (0%)	5	49				2.3	9	0
35 East San Bernardino Valley	0 (0%)	0 (0%)	3	16						23.0
37 Central San Bernardino Mountains	1 (20%)	0 (0%)	5	51						
District maximum	1	0		80		0.04		6.3		62.5

\*\* Salton Sea air basin

\*\*\*Special monitoring of lead near stationary sources was carried out in December 2001 and the maximum monthly average was 0.20 ug/m3.

# 2002 AIR QUALITY SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

# 2002

Source/Receptor Area No. Location	Carbon Monoxide				Ozone				Nitrogen Dioxide				Sulfur Dioxide			
	No. Days Standard Exceeded a)				No. Days Standard Exceeded				No. Days Standard Exceeded				No. Days Standard Exceeded			
	No. Days of Data	Max. Conc. in ppm	Max. Conc. in ppm	State ppm	No. Days of Data	Max. Conc. in ppm	Max. Conc. in ppm	State ppm	No. Days of Data	Max. Conc. in ppm	Max. Conc. in ppm	State ppm	No. Days of Data	Max. Conc. in ppm	Max. Conc. in ppm	State ppm
<b>LOS ANGELES COUNTY</b>																
1 Central LA	087	360	5	4.0	0	0	0	0	0	0	0	0	363	0.14	0	0.0327
2 Northwest Coastal LA County	091	365	4	2.7	0	0	0	0	0	0	0	0	360	0.11	0	0.0249
3 Southwest Coastal LA County	094	363	7	6.1	0	0	0	0	0	0	0	0	315*	0.10*	0	0.0244*
4 South Coastal LA County	072	365	6	4.6	0	0	0	0	0	0	0	0	350	0.13	0	0.0298
6 West San Fernando Valley	074	365	6	4.8	0	0	0	0	9	27	42	0	362	0.09	0	0.0248
7 East San Gabriel Valley	069	365	6	4.6	0	0	0	0	1	6	17	0	362	0.26	1	0.0402
8 West San Gabriel Valley	088	365	6	4.0	0	0	0	0	3	10	23	0	363	0.15	0	0.0335
9 East San Gabriel Valley 1	060	365	4	2.4	0	0	0	0	5	12	26	0	363	0.12	0	0.0336
9 East San Gabriel Valley 2	591	365	5	2.3	0	0	0	0	12	23	45	0	362	0.10	0	0.0272
10 Pomona/Walnut Valley	075	365	6	3.3	0	0	0	0	5	15	28	0	365	0.11	0	0.0365
11 South San Gabriel Valley	085	365	5	4.0	0	0	0	0	0	0	0	0	362	0.12	0	0.0344
12 South Central LA County	084	363	16	10.1	1	1	0	0	0	0	0	0	362	0.14	0	0.0357
13 Santa Clarita Valley	090	363	3	1.9	0	0	0	0	32	56	81	0	355	0.10	0	0.0200
<b>ORANGE COUNTY</b>																
16 North Orange County	3177	365	10	4.4	0	0	0	0	0	0	0	0	335	0.12	0	0.0256
17 Central Orange County	3176	365	7	5.4	0	0	0	0	0	0	0	0	358	0.10	0	0.0244
18 North Coastal Orange County	3195	357	5	4.3	0	0	0	0	0	0	0	0	364	0.11	0	0.0187
19 Saddleback Valley	3812	365	3	3.6	0	0	0	0	2	2	9	0	351	0.02	0.002	0.016
<b>RIVERSIDE COUNTY</b>																
22 Norco/Corona	4155	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
23 Metropolitan Riverside County 1	4144	358	8	3.0	0	0	0	0	12	38	56	0	338	0.10	0	0.0237
23 Metropolitan Riverside County 2	4146	351	7	3.9	0	0	0	0	4	41	59	0	--	--	--	--
24 Perris Valley	4149	--	--	--	--	--	--	--	1	4	41	59	364	0.07	0	0.0173
25 Lake Elsinore	4158	365	3	2.0	0	0	0	0	6	44	52	0	364	0.15	0	0.0199
29 Banning Airport	4164	--	--	--	--	--	--	--	2	13	52	64	356	0.10	0	0.0172
30 Coachella Valley 1**	4137	363	2	1.2	0	0	0	0	2	48	49	0	--	--	--	--
30 Coachella Valley 2**	4157	--	--	--	--	--	--	--	0	16	24	0	--	--	--	--
<b>SAN BERNARDINO COUNTY</b>																
32 Northwest San Bernardino Valley	5175	363	4	1.6	0	0	0	0	5	19	36	0	359	0.12	0	0.0369
33 Southwest San Bernardino Valley	5817	--	--	--	--	--	--	--	2	8	22	37	303*	0.12*	0	0.0334*
34 Central San Bernardino Valley 1	5197	--	--	--	--	--	--	--	1	6	30	43	345	0.11	0	0.0296
34 Central San Bernardino Valley 2	5203	359	5	3.3	0	0	0	0	2	23	47	66	--	--	--	--
35 East San Bernardino Valley	5204	--	--	--	--	--	--	--	3	22	82	91	--	--	--	--
37 Central San Bernardino Mountains	5181	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
38 East San Bernardino Mountains	5818	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
<b>DISTRICT MAXIMUM</b>																
<b>SOUTH COAST AIR BASIN</b>																
ppm - Parts Per Million parts of air, by volume.																
* Less than 12 full months of data. May not be representative.																
** Salton Sea Air Basin.																
a) - The federal 1-hour standard (1-hour average CO > 35 ppm) and state 1-hour standard (1-hour average CO > 20 ppm) were not exceeded.																
b) - The federal standard is annual arithmetic mean NO <sub>2</sub> greater than 0.0534 ppm. No location exceeded this standard.																
c) - The state standards are 1-hour average SO <sub>2</sub> > 0.25 ppm and 24-hour average SO <sub>2</sub> > 0.04 ppm. No location exceeded state standards.																
The federal standards are annual arithmetic mean SO <sub>2</sub> > 0.03 ppm, 24-hour average > 0.14 ppm, and 3-hour average > 0.50 ppm.																
SO <sub>2</sub> concentrations were well below the federal standards.																



**South Coast  
Air Quality Management District**  
21865 Copley Drive  
Diamond Bar, CA 91765-4182  
<http://www.aqmd.gov>

The map showing the locations of source/receptor areas can be accessed via the Internet at <http://www.aqmd.gov/smog/areamap.html>. Locations of source/receptor areas are shown on the "South Coast Air Quality Management District Air Monitoring Areas" map available free of charge from SCAQMD Public Information.



# 2002 AIR QUALITY SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Source/Receptor Area No. Location	Station No.	Suspended Particulates PM10 d),**					Suspended Particulates PM2.5 e),**					Particulates TSP f)			Lead f)		Sulfate f)	
		No. (%) Samples Exceeding Standard			Annual Averages g) AAM Conc. µg/m³	No. (%) Samples Exceeding Standard		Annual Averages h) AAM Conc. µg/m³	No. Days of		Max. Conc. µg/m³ in Data 24-hour	Max. Conc. µg/m³ in Data 24-hour	Max. Monthly Average Conc. i) µg/m³	Max. Quarterly Average Conc. i) µg/m³	Max. Conc. µg/m³ in 24-hour	No. (%) Samples Exceeding Standard State ≥ 25 µg/m³ 24-hour		
		Max. Conc. µg/m³ in Data 24-hour	Federal > 150 µg/m³	State > 50 µg/m³		Max. Conc. µg/m³ in Data 24-hour	Federal > 65 µg/m³											
LOS ANGELES COUNTY																		
1 Central LA	087	55	65	0	8(14.5)	39.3	37.6	330	66.3	1(0.3)	21.8	69	152	0.05	0.03	15.2	0	
2 Northwest Coastal LA County	091	61	121	0	12(19.7)	37.4	34.1	--	--	--	--	60	191	--	--	14.6	0	
3 Southwest Coastal LA County	094	58	74	0	5(8.6)	35.9	34.1	356	62.7	0	19.5	60	680	0.02	0.02	15.6	0	
4 South Coastal LA County	072	58	74	0	5(8.6)	35.9	34.1	120	48.8	0	18.9	61	104	0.03	0.02	17.8	0	
6 West San Fernando Valley	074	58	71	0	7(12.1)	37.7	35.2	120	63.0	0	24.0	--	--	--	--	--	--	
7 East San Fernando Valley	069	58	71	0	7(12.1)	37.7	35.2	121	57.8	0	20.3	59	86	--	--	10.5	0	
8 West San Gabriel Valley	088	--	--	--	--	--	--	339	72.4	1(0.3)	20.8	59	195	--	--	11.3	0	
9 East San Gabriel Valley 1	060	57	91	0	23(40.4)	46.1	42.7	--	--	--	--	--	--	--	--	--	--	
9 East San Gabriel Valley 2	591	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
10 Pomona/Walnut Valley	075	--	--	--	--	--	--	118	61.0	0	23.9	60	147	0.06	0.05	11.2	0	
11 South San Gabriel Valley	085	--	--	--	--	--	--	122	64.0	0	23.3	59	223	0.04	0.04	15.3	0	
12 South Central LA County	084	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
13 Santa Clarita Valley	090	60	61	0	7(11.7)	33.3	32.5	--	--	--	--	--	--	--	--	--	--	
ORANGE COUNTY																		
16 North Orange County	3177	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
17 Central Orange County	3176	61	69	0	5(8.2)	33.6	31.5	351	68.6	1(0.3)	18.6	--	--	--	--	--	--	
18 North Coastal Orange County	3195	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
19 Saddleback Valley	3812	60	80	0	5(8.3)	31.3	28.7	119	58.5	0	15.5	--	--	--	--	--	--	
RIVERSIDE COUNTY																		
22 Norco/Corona	4155	56	78	0	19(33.9)	44.5	41.5	327	77.6	8(2.5)	27.5	60	200	--	--	11.7	0	
23 Metropolitan Riverside County 1	4144	118	130	0	81(68.6)	58.5	53.4	115	75.5	2(1.7)	27.1	62	129	0.03	0.02	10.5	0	
23 Metropolitan Riverside County 2	4146	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
24 Perris Valley	4149	61	100	0	24(39.3)	45.2	41.6	--	--	--	--	--	--	--	--	--	--	
25 Lake Elsinore	4158	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
29 Banning Airport	4164	54	70	0	6(11.1)	27.5	23.7	119	42.3	0	10.0	--	--	--	--	--	--	
30 Coachella Valley 1**	4137	59	75	0	3(5.1)	27.1	24.6	117	26.8	0	12.0	--	--	--	--	--	--	
30 Coachella Valley 2**	4157	115*	139*	0*	52(45.2)*	50.6*	49.1*	--	--	--	--	--	--	--	--	--	--	
SAN BERNARDINO COUNTY																		
32 Northwest San Bernardino Valley	5175	--	--	--	--	--	--	--	--	--	--	61	122	0.02	0.02	11.5	0	
33 Southwest San Bernardino Valley	5817	61	91	0	25(41.0)	44.9	41.0	111	64.8	0	25.2	--	--	--	--	--	0	
34 Central San Bernardino Valley 1	5197	60	102	0	32(53.3)	50.2	45.9	118	66.6	1(0.9)	24.3	60	182	--	--	13.5	0	
34 Central San Bernardino Valley 2	5203	59	94	0	33(55.9)	50.4	45.9	117	82.1	3(2.6)	25.7	60	175	0.03	0.02	10.8	0	
35 East San Bernardino Valley	5204	57	83	0	18(31.6)	41.2	36.3	--	--	--	--	--	--	--	--	--	--	
37 Central San Bernardino Mountains	5181	27*	52*	0	5(18.5)*	36.9*	35.0*	--	--	--	--	--	--	--	--	--	--	
38 East San Bernardino Mountains	5818	--	--	--	--	--	--	56	34.1	0	11.3	--	--	--	--	--	--	
DISTRICT MAXIMUM																		
SOUTH COAST AIR BASIN																		
µg/m³ - Micrograms per cubic meter of air.																		
** Less than 12 full months of data. May not be representative.																		
*** Salton Sea Air Basin.																		
d) - PM10 samples were collected every 6 days at all sites except for Station Numbers 4144 and 4157 where samples were collected every 3 days.																		
e) - PM2.5 samples were collected every 3 days at all sites except for the following sites: Station Numbers 060, 072, 087, 3176, and 4144 where samples were taken every day.																		
f) - Total suspended particulates, lead, and sulfate were determined from samples collected every 6 days by the high volume sampler method, on glass fiber filter media.																		
g) - Federal PM10 standard is annual average (AAM) > 50 µg/m³, and state standard is annual average (AAM) > 20 µg/m³.																		
h) - Federal PM2.5 standard is annual average (AAM) > 15 µg/m³, and state standard is annual average (AAM) > 12 µg/m³.																		
i) - Federal lead standard is quarterly average > 1.5 µg/m³, and state standard is monthly average > 1.5 µg/m³. No location exceeded lead standards.																		
Special monitoring immediately downwind of stationary sources of lead was carried out at four locations in 2002. The maximum monthly average concentration was 1.33 µg/m³, and the maximum quarterly average concentration was 0.49 µg/m³, both recorded in Southeast Los Angeles County area.																		
+ - The data for the samples collected on high-wind-days (177 µg/m³ on 5/8/02 and 276 µg/m³ on 11/25/02) were excluded in accordance with EPA's Natural Events Policy.																		
+++ - The new PM2.5 annual average state standard of 12 µg/m³ and revised PM10 annual average state standard of 20 µg/m³ (to replace AGM 30 µg/m³) recommended by the California Air Resources Board have been approved by the state Office of Administrative Law and will become effective on July 5, 2003.																		



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File Name: F:\MSWord 2004 Projects\LA Trade Tech 30 Yr Master Plan EIR\Air Quality Worksheets\30-Ye  
 Project Name: LATTC 30-Year Master Plan - CONSTRUCTION  
 Project Location: South Coast Air Basin (Los Angeles area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
 (Pounds/Day - Summer)

## CONSTRUCTION EMISSION ESTIMATES

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day, unmitigated)	13.44	90.19	107.65	0.06	38.53	3.52	35.01
TOTALS (lbs/day, mitigated)	13.44	86.89	107.64	0.06	13.42	2.76	10.66
*** 2008 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day, unmitigated)	25.45	177.33	199.49	0.00	42.44	7.43	35.01
TOTALS (lbs/day, mitigated)	25.45	122.13	199.49	0.00	11.01	2.75	8.26
*** 2009 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day, unmitigated)	152.21	168.88	213.44	0.00	7.27	6.97	0.30
TOTALS (lbs/day, mitigated)	89.14	116.42	213.44	0.00	2.89	2.59	0.30
*** 2010 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day, unmitigated)	153.12	167.06	226.59	0.00	6.85	6.55	0.30
TOTALS (lbs/day, mitigated)	90.03	117.27	226.59	0.00	2.91	2.61	0.30

URBEMIS 2002 For Windows 7.5.0

File Name: F:\MSWord 2004 Projects\LA Trade Tech 30 Yr Master Plan EIR\Air Quality Worksheets\30-Ye  
 Project Name: LATTC 30-Year Master Plan - CONSTRUCTION  
 Project Location: South Coast Air Basin (Los Angeles area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
 (Pounds/Day - Winter)

## CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007 ***							
TOTALS (lbs/day,unmitigated)	13.44	90.19	107.65	0.06	38.53	3.52	35.01
TOTALS (lbs/day, mitigated)	13.44	86.89	107.64	0.06	13.42	2.76	10.66
*** 2008 ***							
TOTALS (lbs/day,unmitigated)	25.45	177.33	199.49	0.00	42.44	7.43	35.01
TOTALS (lbs/day, mitigated)	25.45	122.13	199.49	0.00	11.01	2.75	8.26
*** 2009 ***							
TOTALS (lbs/day,unmitigated)	152.21	168.88	213.44	0.00	7.27	6.97	0.30
TOTALS (lbs/day, mitigated)	89.14	116.42	213.44	0.00	2.89	2.59	0.30
*** 2010 ***							
TOTALS (lbs/day,unmitigated)	153.12	167.06	226.59	0.00	6.85	6.55	0.30
TOTALS (lbs/day, mitigated)	90.03	117.27	226.59	0.00	2.91	2.61	0.30

## URBEMIS 2002 For Windows 7.5.0

File Name: F:\MSWord 2004 Projects\LA Trade Tech 30 Yr Master Plan EIR\Air Quality Worksheets\30-Ye  
 Project Name: LATTC 30-Year Master Plan - CONSTRUCTION  
 Project Location: South Coast Air Basin (Los Angeles area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Winter)

Construction Start Month and Year: June, 2007  
 Construction Duration: 36  
 Total Land Use Area to be Developed: 3.5 acres  
 Maximum Acreage Disturbed Per Day: 3.5 acres  
 Single Family Units: 0 Multi-Family Units: 0  
 Retail/Office/Institutional/Industrial Square Footage: 450000

## CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	10.50	-	10.50
Off-Road Diesel	7.56	51.43	60.25	-	2.06	2.06	0.00
On-Road Diesel	1.65	35.35	6.13	0.06	0.85	0.70	0.15
Worker Trips	0.08	0.11	1.92	0.00	0.01	0.00	0.01
Maximum lbs/day	9.29	86.89	68.30	0.06	13.42	2.76	10.66
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	35.00	-	35.00
Off-Road Diesel	13.38	90.16	106.99	-	3.52	3.52	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.06	0.03	0.66	0.00	0.01	0.00	0.01
Maximum lbs/day	13.44	90.19	107.65	0.00	38.53	3.52	35.01
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	13.44	90.19	107.65	0.06	38.53	3.52	35.01
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	35.00	-	35.00
Off-Road Diesel	13.38	87.37	108.65	-	3.24	3.24	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.05	0.03	0.61	0.00	0.01	0.00	0.01
Maximum lbs/day	13.43	87.40	109.26	0.00	38.25	3.24	35.01
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	24.69	176.92	190.64	-	7.42	7.42	0.00
Bldg Const Worker Trips	0.76	0.41	8.85	0.00	0.16	0.01	0.15
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	25.45	177.33	199.49	0.00	7.58	7.43	0.15
Max lbs/day all phases	25.45	177.33	199.49	0.00	42.44	7.43	35.01

\*\*\* 2009\*\*\*

## Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 3 - Building Construction

Bldg Const Off-Road Diesel	24.69	168.14	197.11	-	6.95	6.95	0.00
Bldg Const Worker Trips	0.69	0.37	8.16	0.00	0.16	0.01	0.15
Arch Coatings Off-Gas	126.14	-	-	-	-	-	-
Arch Coatings Worker Trips	0.69	0.37	8.16	0.00	0.16	0.01	0.15
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	152.21	168.88	213.44	0.00	7.27	6.97	0.30
Max lbs/day all phases	152.21	168.88	213.44	0.00	7.27	6.97	0.30

\*\*\* 2010\*\*\*

## Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 3 - Building Construction

Bldg Const Off-Road Diesel	24.69	159.59	203.36	-	6.26	6.26	0.00
Bldg Const Worker Trips	0.63	0.34	7.52	0.00	0.16	0.01	0.15
Arch Coatings Off-Gas	126.14	-	-	-	-	-	-
Arch Coatings Worker Trips	0.63	0.34	7.52	0.00	0.16	0.01	0.15
Asphalt Off-Gas	0.06	-	-	-	-	-	-
Asphalt Off-Road Diesel	1.04	6.75	8.52	-	0.27	0.27	0.00
Asphalt On-Road Diesel	0.01	0.15	0.04	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.05	0.00	0.00	0.00	0.00
Maximum lbs/day	153.12	167.06	226.59	0.00	6.85	6.55	0.30
Max lbs/day all phases	153.12	167.06	226.59	0.00	6.85	6.55	0.30

## Phase 1 - Demolition Assumptions

Start Month/Year for Phase 1: Jun '07  
Phase 1 Duration: 6 months  
Building Volume Total (cubic feet): 997500  
Building Volume Daily (cubic feet): 25000  
On-Road Truck Travel (VMT): 1389

## Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Rubber Tired Loaders	165	0.465	8.0

## Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Dec '07  
Phase 2 Duration: 6 months  
On-Road Truck Travel (VMT): 0

## Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	8.0



2	Graders	174	0.575	8.0
1	Off Highway Tractors	255	0.410	8.0
1	Rollers	114	0.430	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0
1	Trenchers	82	0.695	8.0

## Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jun '08

Phase 3 Duration: 24 months

Start Month/Year for SubPhase Building: Jun '08

SubPhase Building Duration: 24 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
4	Concrete/Industrial saws	84	0.730	8.0
2	Other Equipment	190	0.620	8.0
2	Rough Terrain Forklifts	94	0.475	8.0
4	Rubber Tired Dozers	352	0.590	8.0

Start Month/Year for SubPhase Architectural Coatings: Dec '09

SubPhase Architectural Coatings Duration: 6 months

Start Month/Year for SubPhase Asphalt: May '10

SubPhase Asphalt Duration: 1 months

Acres to be Paved: .5

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Paving Equipment	111	0.530	8.0

## CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	10.50	-	10.50
Off-Road Diesel	7.56	51.43	60.25	-	2.06	2.06	0.00
On-Road Diesel	1.65	35.35	6.13	0.06	0.85	0.70	0.15
Worker Trips	0.08	0.11	1.92	0.00	0.01	0.00	0.01
Maximum lbs/day	9.29	86.89	68.30	0.06	13.42	2.76	10.66
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	8.25	-	8.25
Off-Road Diesel	13.38	77.54	106.99	-	1.30	1.30	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.06	0.03	0.65	0.00	0.01	0.00	0.01
Maximum lbs/day	13.44	77.57	107.64	0.00	9.56	1.30	8.26
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	13.44	86.89	107.64	0.06	13.42	2.76	10.66
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	8.25	-	8.25
Off-Road Diesel	13.38	75.14	108.65	-	1.20	1.20	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.05	0.03	0.60	0.00	0.01	0.00	0.01
Maximum lbs/day	13.43	75.17	109.25	0.00	9.46	1.20	8.26
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	24.69	121.72	190.64	-	2.75	2.75	0.00
Bldg Const Worker Trips	0.76	0.41	8.85	0.00	0.16	0.01	0.15

Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	25.45	122.13	199.49	0.00	2.90	2.75	0.15
Max lbs/day all phases	25.45	122.13	199.49	0.00	11.01	2.75	8.26

## \*\*\* 2009\*\*\*

## Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 3 - Building Construction

Bldg Const Off-Road Diesel	24.69	115.68	197.11	-	2.57	2.57	0.00
Bldg Const Worker Trips	0.69	0.37	8.16	0.00	0.16	0.01	0.15
Arch Coatings Off-Gas	63.07	-	-	-	-	-	-
Arch Coatings Worker Trips	0.69	0.37	8.16	0.00	0.16	0.01	0.15
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	89.14	116.42	213.44	0.00	2.89	2.59	0.30
Max lbs/day all phases	89.14	116.42	213.44	0.00	2.89	2.59	0.30

## \*\*\* 2010\*\*\*

## Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 3 - Building Construction

Bldg Const Off-Road Diesel	24.69	109.80	203.36	-	2.32	2.32	0.00
Bldg Const Worker Trips	0.63	0.34	7.52	0.00	0.16	0.01	0.15
Arch Coatings Off-Gas	63.07	-	-	-	-	-	-
Arch Coatings Worker Trips	0.63	0.34	7.52	0.00	0.16	0.01	0.15
Asphalt Off-Gas	0.03	-	-	-	-	-	-
Asphalt Off-Road Diesel	1.04	6.75	8.52	-	0.27	0.27	0.00
Asphalt On-Road Diesel	0.01	0.15	0.04	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.05	0.00	0.00	0.00	0.00
Maximum lbs/day	90.03	117.27	226.59	0.00	2.91	2.61	0.30
Max lbs/day all phases	90.03	117.27	226.59	0.00	2.91	2.61	0.30

## Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas

Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)

Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly

Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)

Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily

Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)

Phase 2: Off-Road Diesel Exhaust: Use aqueous diesel fuel

Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)

Phase 2: On-Road Diesel Exhaust: Use aqueous diesel fuel

Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)

Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph

Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)

Phase 2: Worker Trips: Use shuttle to retail establishments @lunch

Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)

Phase 3: Off-Road Diesel Exhaust: Use aqueous diesel fuel

Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)

Phase 3: Off-Road Diesel Exhaust: Use lean-NOx catalyst

Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)

Phase 3: Offgassing: Use architectural coatings which contain a VOC rating of 75 grams/liter or less

Percent Reduction(ROG 50% NOx 0.0% CO 0.0% SO2 0.0% PM10 0.0%)

Phase 3: Offgassing:

Percent Reduction(ROG 50% NOx 0.0% CO 0.0% SO2 0.0% PM10 0.0%)

Phase 1 - Demolition Assumptions

Start Month/Year for Phase 1: Jun '07

Phase 1 Duration: 6 months

Building Volume Total (cubic feet): 997500

Building Volume Daily (cubic feet): 25000

On-Road Truck Travel (VMT): 1389

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Rubber Tired Loaders	165	0.465	8.0

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Dec '07

Phase 2 Duration: 6 months

On-Road Truck Travel (VMT): 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	8.0
2	Graders	174	0.575	8.0
1	Off Highway Tractors	255	0.410	8.0
1	Rollers	114	0.430	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0
1	Trenchers	82	0.695	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jun '08

Phase 3 Duration: 24 months

Start Month/Year for SubPhase Building: Jun '08

SubPhase Building Duration: 24 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
4	Concrete/Industrial saws	84	0.730	8.0
2	Other Equipment	190	0.620	8.0
2	Rough Terrain Forklifts	94	0.475	8.0
4	Rubber Tired Dozers	352	0.590	8.0

Start Month/Year for SubPhase Architectural Coatings: Dec '09

SubPhase Architectural Coatings Duration: 6 months

Start Month/Year for SubPhase Asphalt: May '10

SubPhase Asphalt Duration: 1 months

Acres to be Paved: .5

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Paving Equipment	111	0.530	8.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

Phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas  
has been changed from off to on.

Phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly  
has been changed from off to on.

Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily  
has been changed from off to on.

Phase 2 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel  
has been changed from off to on.

Phase 2 mitigation measure On-Road Diesel Exhaust: Use aqueous diesel fuel  
has been changed from off to on.

Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph  
has been changed from off to on.

Phase 2 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch  
has been changed from off to on.

Phase 3 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel  
has been changed from off to on.

Phase 3 mitigation measure Off-Road Diesel Exhaust: Use lean-NOx catalyst  
has been changed from off to on.

Phase 3 mitigation measure Offgassing: Use architectural coatings which contain a VOC rating of 75 grams/liter or less  
has been changed from off to on.

Phase 3 mitigation measure Offgassing:  
has been changed from off to on.

## URBEMIS 2002 For Windows 7.5.0

File Name: F:\MSWord 2004 Projects\LA Trade Tech 30 Yr Master Plan EIR\Air Quality Worksheets\30-Ye  
 Project Name: LATTC 30-Year Master Plan - CONSTRUCTION  
 Project Location: South Coast Air Basin (Los Angeles area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Summer)

Construction Start Month and Year: June, 2007  
 Construction Duration: 36  
 Total Land Use Area to be Developed: 3.5 acres  
 Maximum Acreage Disturbed Per Day: 3.5 acres  
 Single Family Units: 0 Multi-Family Units: 0  
 Retail/Office/Institutional/Industrial Square Footage: 450000

## CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	10.50	-	10.50
Off-Road Diesel	7.56	51.43	60.25	-	2.06	2.06	0.00
On-Road Diesel	1.65	35.35	6.13	0.06	0.85	0.70	0.15
Worker Trips	0.08	0.11	1.92	0.00	0.01	0.00	0.01
Maximum lbs/day	9.29	86.89	68.30	0.06	13.42	2.76	10.66
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	35.00	-	35.00
Off-Road Diesel	13.38	90.16	106.99	-	3.52	3.52	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.06	0.03	0.66	0.00	0.01	0.00	0.01
Maximum lbs/day	13.44	90.19	107.65	0.00	38.53	3.52	35.01
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	13.44	90.19	107.65	0.06	38.53	3.52	35.01
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	35.00	-	35.00
Off-Road Diesel	13.38	87.37	108.65	-	3.24	3.24	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.05	0.03	0.61	0.00	0.01	0.00	0.01
Maximum lbs/day	13.43	87.40	109.26	0.00	38.25	3.24	35.01
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	24.69	176.92	190.64	-	7.42	7.42	0.00
Bldg Const Worker Trips	0.76	0.41	8.85	0.00	0.16	0.01	0.15
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	25.45	177.33	199.49	0.00	7.58	7.43	0.15
Max lbs/day all phases	25.45	177.33	199.49	0.00	42.44	7.43	35.01

\*\*\* 2009\*\*\*



## Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 3 - Building Construction

Bldg Const Off-Road Diesel	24.69	168.14	197.11	-	6.95	6.95	0.00
Bldg Const Worker Trips	0.69	0.37	8.16	0.00	0.16	0.01	0.15
Arch Coatings Off-Gas	126.14	-	-	-	-	-	-
Arch Coatings Worker Trips	0.69	0.37	8.16	0.00	0.16	0.01	0.15
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	152.21	168.88	213.44	0.00	7.27	6.97	0.30
Max lbs/day all phases	152.21	168.88	213.44	0.00	7.27	6.97	0.30

\*\*\* 2010\*\*\*

## Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 3 - Building Construction

Bldg Const Off-Road Diesel	24.69	159.59	203.36	-	6.26	6.26	0.00
Bldg Const Worker Trips	0.63	0.34	7.52	0.00	0.16	0.01	0.15
Arch Coatings Off-Gas	126.14	-	-	-	-	-	-
Arch Coatings Worker Trips	0.63	0.34	7.52	0.00	0.16	0.01	0.15
Asphalt Off-Gas	0.06	-	-	-	-	-	-
Asphalt Off-Road Diesel	1.04	6.75	8.52	-	0.27	0.27	0.00
Asphalt On-Road Diesel	0.01	0.15	0.04	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.05	0.00	0.00	0.00	0.00
Maximum lbs/day	153.12	167.06	226.59	0.00	6.85	6.55	0.30
Max lbs/day all phases	153.12	167.06	226.59	0.00	6.85	6.55	0.30

## Phase 1 - Demolition Assumptions

Start Month/Year for Phase 1: Jun '07

Phase 1 Duration: 6 months

Building Volume Total (cubic feet): 997500

Building Volume Daily (cubic feet): 25000

On-Road Truck Travel (VMT): 1389

## Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Rubber Tired Loaders	165	0.465	8.0

## Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Dec '07

Phase 2 Duration: 6 months

On-Road Truck Travel (VMT): 0

## Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	8.0

2	Graders	174	0.575	8.0
1	Off Highway Tractors	255	0.410	8.0
1	Rollers	114	0.430	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0
1	Trenchers	82	0.695	8.0

## Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jun '08

Phase 3 Duration: 24 months

Start Month/Year for SubPhase Building: Jun '08

SubPhase Building Duration: 24 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
4	Concrete/Industrial saws	84	0.730	8.0
2	Other Equipment	190	0.620	8.0
2	Rough Terrain Forklifts	94	0.475	8.0
4	Rubber Tired Dozers	352	0.590	8.0

Start Month/Year for SubPhase Architectural Coatings: Dec '09

SubPhase Architectural Coatings Duration: 6 months

Start Month/Year for SubPhase Asphalt: May '10

SubPhase Asphalt Duration: 1 months

Acres to be Paved: .5

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Paving Equipment	111	0.530	8.0

## CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	10.50	-	10.50
Off-Road Diesel	7.56	51.43	60.25	-	2.06	2.06	0.00
On-Road Diesel	1.65	35.35	6.13	0.06	0.85	0.70	0.15
Worker Trips	0.08	0.11	1.92	0.00	0.01	0.00	0.01
Maximum lbs/day	9.29	86.89	68.30	0.06	13.42	2.76	10.66
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	8.25	-	8.25
Off-Road Diesel	13.38	77.54	106.99	-	1.30	1.30	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.06	0.03	0.65	0.00	0.01	0.00	0.01
Maximum lbs/day	13.44	77.57	107.64	0.00	9.56	1.30	8.26
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	13.44	86.89	107.64	0.06	13.42	2.76	10.66
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	8.25	-	8.25
Off-Road Diesel	13.38	75.14	108.65	-	1.20	1.20	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.05	0.03	0.60	0.00	0.01	0.00	0.01
Maximum lbs/day	13.43	75.17	109.25	0.00	9.46	1.20	8.26
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	24.69	121.72	190.64	-	2.75	2.75	0.00
Bldg Const Worker Trips	0.76	0.41	8.85	0.00	0.16	0.01	0.15

Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	25.45	122.13	199.49	0.00	2.90	2.75	0.15
Max lbs/day all phases	25.45	122.13	199.49	0.00	11.01	2.75	8.26

## \*\*\* 2009\*\*\*

## Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 3 - Building Construction

Bldg Const Off-Road Diesel	24.69	115.68	197.11	-	2.57	2.57	0.00
Bldg Const Worker Trips	0.69	0.37	8.16	0.00	0.16	0.01	0.15
Arch Coatings Off-Gas	63.07	-	-	-	-	-	-
Arch Coatings Worker Trips	0.69	0.37	8.16	0.00	0.16	0.01	0.15
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	89.14	116.42	213.44	0.00	2.89	2.59	0.30
Max lbs/day all phases	89.14	116.42	213.44	0.00	2.89	2.59	0.30

## \*\*\* 2010\*\*\*

## Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Phase 3 - Building Construction

Bldg Const Off-Road Diesel	24.69	109.80	203.36	-	2.32	2.32	0.00
Bldg Const Worker Trips	0.63	0.34	7.52	0.00	0.16	0.01	0.15
Arch Coatings Off-Gas	63.07	-	-	-	-	-	-
Arch Coatings Worker Trips	0.63	0.34	7.52	0.00	0.16	0.01	0.15
Asphalt Off-Gas	0.03	-	-	-	-	-	-
Asphalt Off-Road Diesel	1.04	6.75	8.52	-	0.27	0.27	0.00
Asphalt On-Road Diesel	0.01	0.15	0.04	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.05	0.00	0.00	0.00	0.00
Maximum lbs/day	90.03	117.27	226.59	0.00	2.91	2.61	0.30
Max lbs/day all phases	90.03	117.27	226.59	0.00	2.91	2.61	0.30

## Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas

Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)

Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly

Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)

Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily

Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)

Phase 2: Off-Road Diesel Exhaust: Use aqueous diesel fuel

Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)

Phase 2: On-Road Diesel Exhaust: Use aqueous diesel fuel

Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)

Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph

Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)

Phase 2: Worker Trips: Use shuttle to retail establishments @lunch

Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)

Phase 3: Off-Road Diesel Exhaust: Use aqueous diesel fuel

Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)

Phase 3: Off-Road Diesel Exhaust: Use lean-NOx catalyst

Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)

Phase 3: Offgassing: Use architectural coatings which contain a VOC rating of 75 grams/liter or less

Percent Reduction(ROG 50% NOx 0.0% CO 0.0% SO2 0.0% PM10 0.0%)

Phase 3: Offgassing:

Percent Reduction(ROG 50% NOx 0.0% CO 0.0% SO2 0.0% PM10 0.0%)

Phase 1 - Demolition Assumptions

Start Month/Year for Phase 1: Jun '07

Phase 1 Duration: 6 months

Building Volume Total (cubic feet): 997500

Building Volume Daily (cubic feet): 25000

On-Road Truck Travel (VMT): 1389

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Rubber Tired Loaders	165	0.465	8.0

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Dec '07

Phase 2 Duration: 6 months

On-Road Truck Travel (VMT): 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	8.0
2	Graders	174	0.575	8.0
1	Off Highway Tractors	255	0.410	8.0
1	Rollers	114	0.430	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0
1	Trenchers	82	0.695	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jun '08

Phase 3 Duration: 24 months

Start Month/Year for SubPhase Building: Jun '08

SubPhase Building Duration: 24 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
4	Concrete/Industrial saws	84	0.730	8.0
2	Other Equipment	190	0.620	8.0
2	Rough Terrain Forklifts	94	0.475	8.0
4	Rubber Tired Dozers	352	0.590	8.0

Start Month/Year for SubPhase Architectural Coatings: Dec '09

SubPhase Architectural Coatings Duration: 6 months

Start Month/Year for SubPhase Asphalt: May '10

SubPhase Asphalt Duration: 1 months

Acres to be Paved: .5

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Paving Equipment	111	0.530	8.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

Phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas  
has been changed from off to on.

Phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly  
has been changed from off to on.

Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily  
has been changed from off to on.

Phase 2 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel  
has been changed from off to on.

Phase 2 mitigation measure On-Road Diesel Exhaust: Use aqueous diesel fuel  
has been changed from off to on.

Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph  
has been changed from off to on.

Phase 2 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch  
has been changed from off to on.

Phase 3 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel  
has been changed from off to on.

Phase 3 mitigation measure Off-Road Diesel Exhaust: Use lean-NOx catalyst  
has been changed from off to on.

Phase 3 mitigation measure Offgassing: Use architectural coatings which contain a VOC rating of 75 grams/liter or less  
has been changed from off to on.

Phase 3 mitigation measure Offgassing:  
has been changed from off to on.



URBEMIS 2002 For Windows 7.5.0

File Name: F:\MSWord 2004 Projects\LA Trade Tech 30 Yr Master Plan EIR\Air Quality Worksheets\30-Ye  
Project Name: 30-Year Master Plan - Operational  
Project Location: South Coast Air Basin (Los Angeles area)  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Summer)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	66.81	4.09	59.53	0.18	31.35
TOTALS (lbs/day, mitigated)	66.37	3.72	54.14	0.16	28.51

URBEMIS 2002 For Windows 7.5.0

File Name: F:\MSWord 2004 Projects\LA Trade Tech 30 Yr Master Plan EIR\Air Quality Worksheets\30-Year Master Plan - Operational  
Project Name: 30-Year Master Plan - Operational  
Project Location: South Coast Air Basin (Los Angeles area)  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Winter)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	10.63	5.90	57.06	0.16	31.35
TOTALS (lbs/day, mitigated)	10.15	5.36	51.86	0.15	28.51

## URBEMIS 2002 For Windows 7.5.0

File Name: F:\MSWord 2004 Projects\LA Trade Tech 30 Yr Master Plan EIR\Air Quality Worksheets\30-Year  
 Project Name: 30-Year Master Plan - Operational  
 Project Location: South Coast Air Basin (Los Angeles area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Winter)

## UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Junior college (2 yrs)	10.63	5.90	57.06	0.16	31.35
TOTAL EMISSIONS (lbs/day)	10.63	5.90	57.06	0.16	31.35

Does not include correction for passby trips.  
 Does not include double counting adjustment for internal trips.

## OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2040 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

## Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Junior college (2 yrs)	0.17 trips / students	21,300.00	3,621.00

## Vehicle Assumptions:

## Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	49.90	0.00	100.00	0.00
Light Truck < 3,750 lbs	16.40	0.00	100.00	0.00
Light Truck 3,751- 5,750	17.20	0.00	100.00	0.00
Med Truck 5,751- 8,500	7.80	0.00	100.00	0.00
Lite-Heavy 8,501-10,000	0.90	0.00	77.80	22.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.80	0.00	25.00	75.00
Heavy-Heavy 33,001-60,000	0.70	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	2.00	35.00	65.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	3.70	0.00	91.90	8.10

## Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

## % of Trips - Commercial (by land use)

Junior college (2 yrs)	5.0	2.5	92.5
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## MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Junior college (2 yrs)	10.15	5.36	51.86	0.15	28.51
TOTAL EMISSIONS (lbs/day)	10.15	5.36	51.86	0.15	28.51

## OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2040 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

## Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Junior college (2 yrs)	0.17 trips / students	21,300.00	3,621.00

## Vehicle Assumptions:

## Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	49.90	0.00	100.00	0.00
Light Truck < 3,750 lbs	16.40	0.00	100.00	0.00
Light Truck 3,751- 5,750	17.20	0.00	100.00	0.00
Med Truck 5,751- 8,500	7.80	0.00	100.00	0.00
Lite-Heavy 8,501-10,000	0.90	0.00	77.80	22.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.80	0.00	25.00	75.00
Heavy-Heavy 33,001-60,000	0.70	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	2.00	35.00	65.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	3.70	0.00	91.90	8.10

## Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

## % of Trips - Commercial (by land use)

Junior college (2 yrs)	5.0	2.5	92.5
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ENVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

Pedestrian Environment

0.0 Side Walks/Paths: No Sidewalks  
0.0 Street Trees Provide Shade: No Coverage  
0.0 Pedestrian Circulation Access: No Destinations  
0.0 Visually Interesting Uses: No Uses Within Walking Distance  
0.0 Street System Enhances Safety: No Streets  
0.0 Pedestrian Safety from Crime: No Degree of Safety  
0.0 Visually Interesting Walking Routes: No Visual Interest  
  
0.0 <- Pedestrian Environmental Credit  
0.0 /19 = 0.0 <- Pedestrian Effectiveness Factor

Transit Service

0.0 Transit Service: Dial-A-Ride or No Transit Service  
  
0.0 <- Transit Effectiveness Credit  
0.0 <- Pedestrian Factor  
0.0 <-Total  
0.0 /110 = 0.0 <-Transit Effectiveness Factor

Bicycle Environment

0.0 Interconnected Bikeways: No Bikeway Coverage  
0.0 Bike Routes Provide Paved Shoulders: No Routes  
0.0 Safe Vehicle Speed Limits: No Routes Provided  
0.0 Safe School Routes: No Schools  
0.0 Uses w/in Cycling Distance: No Uses w/in Cycling Distance  
0.0 Bike Parking Ordinance: No Ordinance or Unenforceable  
  
0.0 <- Bike Environmental Credit  
0.0 /20 = 0.0 <- Bike Effectiveness Factor



MITIGATION MEASURES SELECTED FOR THIS PROJECT  
(All mitigation measures are printed, even if  
the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures

% Trips Reduced	Measure
15.0	Credit for Existing or Planned Community Transit Service
15.0	<- Totals

Pedestrian Enhancing Infrastructure Measures (Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
2.0	<- Totals

Pedestrian Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
1.0	Provide Wide Sidewalks and Onsite Pedestrian Facilities
1.0	Project Uses Parking Structures/Small Dispersed Lots
0.5	Provide Street Lighting
0.5	Project Provides Shade Trees to Shade Sidewalks
0.5	Project Provides Street Art and/or Street Furniture
0.5	Provide Pedestrian Safety Designs/Infrastructure at Crossings
0.3	No Long Uninterrupted Walls Along Pedestrian Walkways
6.3	<- Totals

Bicycle Enhancing Infrastructure Measures (Residential)

% Trips Reduced	Measure
7.0	Credit for Surrounding Bicycle Environment
7.0	<- Totals

Bike Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
5.0	Credit for Surrounding Area Bike Environment
1.0	Provide Secure Bicycle Parking
1.0	Provide Employee Lockers and Showers
7.0	<- Totals

Operational Measures (Applying to Commute Trips)

% Trips Reduced	Measure
4.0	Charge for Employee Parking: \$3-\$5/day
2.0	Shuttle Bus Service to Transit/Multi-Modal Center
1.5	Preferential Carpool/Vanpool Parking
1.0	Parking Limited (below minimum)
1.0	Employee Rideshare Incentive Program
1.0	Day Care Center Onsite or Within 1/2 Mile
10.5	<- Totals

Operational Measures (Applying to Employee Non-Commute Trips)

% Trips Reduced	Measure
0.0	<- Totals

Operational Measures (Applying to Customer Trips)

% Trips Reduced	Measure
11.0	Charge \$1.00/hour for parking
11.0	<- Totals

Measures Reducing VMT (Non-Residential)

VMT Reduced	Measure
0.0	Park and Ride Lots
0.0	<- Totals

Measures Reducing VMT (Residential)

VMT Reduced	Measure
0.0	<- Totals

Total Percentage Trip Reduction with Environmental Factors and Mitigation Measures			
Travel Mode	Home-Work Trips	Home-Shop Trips	Home-Other Trips
Pedestrian	0.00	0.00	0.00
Transit	0.00	0.00	0.00
Bicycle	0.00	0.00	0.00
Totals	0.00	0.00	0.00

Travel Mode	Work Trips	Employee Trips	Customer Trips
Pedestrian	0.00	0.00	0.00
Transit	0.00	0.00	0.00
Bicycle	0.00	0.00	0.00
Other	0.53	0.00	10.18
Totals	0.00	0.00	0.00

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2040.

The travel mode environment settings changed from both to: non-residential

Mitigation measure Provide Wide Sidewalks and Onsite Pedestrian Facilities:1

has been changed from off to on.

Mitigation measure Project Uses Parking Structures/Small Dispersed Lots:1

has been changed from off to on.

Mitigation measure Provide Street Lighting:0.5

has been changed from off to on.

Mitigation measure Project Provides Shade Trees to Shade Sidewalks:0.5

has been changed from off to on.

Mitigation measure Project Provides Street Art and/or Street Furniture:0.5

has been changed from off to on.

Mitigation measure Provide Pedestrian Safety Designs/Infrastructure at Crossings:0.5

has been changed from off to on.

Mitigation measure No Long Uninterrupted Walls Along Pedestrian Walkways:0.25

has been changed from off to on.

Mitigation measure Provide Secure Bicycle Parking:1

has been changed from off to on.

Mitigation measure Provide Employee Lockers and Showers:1

has been changed from off to on.

Mitigation measure Charge for Employee Parking: \$3-\$5/day:4

has been changed from off to on.

Mitigation measure Shuttle Bus Service to Transit/Multi-Modal Center:2

has been changed from off to on.

Mitigation measure Preferential Carpool/Vanpool Parking:1.5

has been changed from off to on.

Mitigation measure Parking Limited (below minimum):1

has been changed from off to on.

Mitigation measure Employee Rideshare Incentive Program:1

has been changed from off to on.

Mitigation measure Day Care Center Onsite or Within 1/2 Mile:1

has been changed from off to on.

Mitigation measure Charge \$1.00/hour for parking:11

has been changed from off to on.

URBEMIS 2002 For Windows 7.5.0

File Name: F:\MSWord 2004 Projects\LA Trade Tech 30 Yr Master Plan EIR\Air Quality Worksheets\30-Year Master Plan - Operational  
 Project Name: 30-Year Master Plan - Operational  
 Project Location: South Coast Air Basin (Los Angeles area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Summer)

## UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Junior college (2 yrs)	66.81	4.09	59.53	0.18	31.35
TOTAL EMISSIONS (lbs/day)	66.81	4.09	59.53	0.18	31.35

Does not include correction for passby trips.  
 Does include double counting adjustment for internal trips.

## OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2040 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

## Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Junior college (2 yrs)	0.17 trips / students	21,300.00	3,621.00

## Vehicle Assumptions:

## Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	49.90	0.00	100.00	0.00
Light Truck < 3,750 lbs	16.40	0.00	100.00	0.00
Light Truck 3,751- 5,750	17.20	0.00	100.00	0.00
Med Truck 5,751- 8,500	7.80	0.00	100.00	0.00
Lite-Heavy 8,501-10,000	0.90	0.00	77.80	22.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.80	0.00	25.00	75.00
Heavy-Heavy 33,001-60,000	0.70	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	2.00	35.00	65.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	3.70	0.00	91.90	8.10

## Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

## % of Trips - Commercial (by land use)

Junior college (2 yrs)	5.0	2.5	92.5
------------------------	-----	-----	------

## MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Junior college (2 yrs)	66.37	3.72	54.14	0.16	28.51
TOTAL EMISSIONS (lbs/day)	66.37	3.72	54.14	0.16	28.51

## OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2040 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

## Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Junior college (2 yrs)	0.17 trips / students	21,300.00	3,621.00

## Vehicle Assumptions:

## Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	49.90	0.00	100.00	0.00
Light Truck < 3,750 lbs	16.40	0.00	100.00	0.00
Light Truck 3,751- 5,750	17.20	0.00	100.00	0.00
Med Truck 5,751- 8,500	7.80	0.00	100.00	0.00
Lite-Heavy 8,501-10,000	0.90	0.00	77.80	22.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.80	0.00	25.00	75.00
Heavy-Heavy 33,001-60,000	0.70	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	2.00	35.00	65.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	3.70	0.00	91.90	8.10

## Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

## % of Trips - Commercial (by land use)

Junior college (2 yrs)	5.0	2.5	92.5
------------------------	-----	-----	------

ENVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

Pedestrian Environment

0.0 Side Walks/Paths: No Sidewalks  
0.0 Street Trees Provide Shade: No Coverage  
0.0 Pedestrian Circulation Access: No Destinations  
0.0 Visually Interesting Uses: No Uses Within Walking Distance  
0.0 Street System Enhances Safety: No Streets  
0.0 Pedestrian Safety from Crime: No Degree of Safety  
0.0 Visually Interesting Walking Routes: No Visual Interest  
  
0.0 <- Pedestrian Environmental Credit  
0.0 /19 = 0.0 <- Pedestrian Effectiveness Factor

Transit Service

0.0 Transit Service: Dial-A-Ride or No Transit Service  
  
0.0 <- Transit Effectiveness Credit  
0.0 <- Pedestrian Factor  
0.0 <-Total  
0.0 /110 = 0.0 <-Transit Effectiveness Factor

Bicycle Environment

0.0 Interconnected Bikeways: No Bikeway Coverage  
0.0 Bike Routes Provide Paved Shoulders: No Routes  
0.0 Safe Vehicle Speed Limits: No Routes Provided  
0.0 Safe School Routes: No Schools  
0.0 Uses w/in Cycling Distance: No Uses w/in Cycling Distance  
0.0 Bike Parking Ordinance: No Ordinance or Unenforceable  
  
0.0 <- Bike Environmental Credit  
0.0 /20 = 0.0 <- Bike Effectiveness Factor



MITIGATION MEASURES SELECTED FOR THIS PROJECT  
(All mitigation measures are printed, even if  
the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures

% Trips Reduced	Measure
15.0	Credit for Existing or Planned Community Transit Service
15.0	<- Totals

Pedestrian Enhancing Infrastructure Measures (Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
2.0	<- Totals

Pedestrian Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
1.0	Provide Wide Sidewalks and Onsite Pedestrian Facilities
1.0	Project Uses Parking Structures/Small Dispersed Lots
0.5	Provide Street Lighting
0.5	Project Provides Shade Trees to Shade Sidewalks
0.5	Project Provides Street Art and/or Street Furniture
0.5	Provide Pedestrian Safety Designs/Infrastructure at Crossings
0.3	No Long Uninterrupted Walls Along Pedestrian Walkways
6.3	<- Totals

Bicycle Enhancing Infrastructure Measures (Residential)

% Trips Reduced	Measure
7.0	Credit for Surrounding Bicycle Environment
7.0	<- Totals

Bike Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
5.0	Credit for Surrounding Area Bike Environment
1.0	Provide Secure Bicycle Parking
1.0	Provide Employee Lockers and Showers
7.0	<- Totals

Operational Measures (Applying to Commute Trips)

% Trips Reduced	Measure
4.0	Charge for Employee Parking: \$3-\$5/day
2.0	Shuttle Bus Service to Transit/Multi-Modal Center
1.5	Preferential Carpool/Vanpool Parking
1.0	Parking Limited (below minimum)
1.0	Employee Rideshare Incentive Program
1.0	Day Care Center Onsite or Within 1/2 Mile
10.5	<- Totals

Operational Measures (Applying to Employee Non-Commute Trips)

% Trips Reduced	Measure
0.0	<- Totals

Operational Measures (Applying to Customer Trips)

% Trips Reduced	Measure
11.0	Charge \$1.00/hour for parking
11.0	<- Totals

Measures Reducing VMT (Non-Residential)

VMT Reduced	Measure
0.0	Park and Ride Lots
0.0	<- Totals

Measures Reducing VMT (Residential)

VMT Reduced	Measure
0.0	<- Totals

Total Percentage Trip Reduction with Environmental Factors and Mitigation Measures				
Travel Mode	Home-Work Trips	Home-Shop Trips	Home-Other Trips	
Pedestrian	0.00	0.00	0.00	
Transit	0.00	0.00	0.00	
Bicycle	0.00	0.00	0.00	
Totals	0.00	0.00	0.00	
Travel Mode	Work Trips	Employee Trips	Customer Trips	
Pedestrian	0.00	0.00	0.00	
Transit	0.00	0.00	0.00	
Bicycle	0.00	0.00	0.00	
Other	0.53	0.00	10.18	
Totals	0.00	0.00	0.00	

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2040.

The travel mode environment settings changed from both to: non-residential

Mitigation measure Provide Wide Sidewalks and Onsite Pedestrian Facilities:1  
has been changed from off to on.

Mitigation measure Project Uses Parking Structures/Small Dispersed Lots:1  
has been changed from off to on.

Mitigation measure Provide Street Lighting:0.5  
has been changed from off to on.

Mitigation measure Project Provides Shade Trees to Shade Sidewalks:0.5  
has been changed from off to on.

Mitigation measure Project Provides Street Art and/or Street Furniture:0.5  
has been changed from off to on.

Mitigation measure Provide Pedestrian Safety Designs/Infrastructure at Crossings:0.5  
has been changed from off to on.

Mitigation measure No Long Uninterrupted Walls Along Pedestrian Walkways:0.25  
has been changed from off to on.

Mitigation measure Provide Secure Bicycle Parking:1  
has been changed from off to on.

Mitigation measure Provide Employee Lockers and Showers:1  
has been changed from off to on.

Mitigation measure Charge for Employee Parking: \$3-\$5/day:4  
has been changed from off to on.

Mitigation measure Shuttle Bus Service to Transit/Multi-Modal Center:2  
has been changed from off to on.

Mitigation measure Preferential Carpool/Vanpool Parking:1.5  
has been changed from off to on.

Mitigation measure Parking Limited (below minimum):1  
has been changed from off to on.

Mitigation measure Employee Rideshare Incentive Program:1  
has been changed from off to on.

Mitigation measure Day Care Center Onsite or Within 1/2 Mile:1  
has been changed from off to on.

Mitigation measure Charge \$1.00/hour for parking:11  
has been changed from off to on.

# **APPENDIX C**



For review of Appendix C (Phase I Investigation), please contact:

Mary Ann Breckell

Vice President, Administration Los Angeles Trade-Technical Community College

400 W. Washington Blvd., Building A, Room A-108

Los Angeles CA 90015-4181





# **APPENDIX D**



**Noise Calculation Worksheets**  
**Worksheet 1: Summary Sheet**

Project:  
 Date:  
 Analyst:

LATTC 30-Year Master Plan DEIR  
 Dec. 17, 2004  
 H. McWhorter

Intersection No. & Location	Peak Hour	Existing Leq	Existing Traffic Volume*	Future w/out Project Traffic Vol.*	Future w/ Project Traffic Vol.*	Future w/out Project Leq**	Future w/ Project Leq**	Δ Leq
1. Washington Bl./Olive St.	a.m.	76.8	2,910	3,895	3,835	78.07	78.00	-0.07
2. Washington Bl./Grand Ave.	a.m.	75.2	2,895	4,145	4,160	76.76	76.77	0.02
3. Washington Bl./Flower St.	a.m.	72.4	2,610	3,265	3,265	73.37	73.37	0.00
4. Olive St./Hill St. & 23rd St.	a.m.	70.0	1,625	2,475	2,475	71.83	71.83	0.00
5. Grand Ave./23rd St.	a.m.	71.2	1,490	2,360	2,360	73.20	73.20	0.00
6. Flower St./23rd St.	a.m.	69.8	1,095	1,370	1,340	70.77	70.68	-0.10

\* see following Traffic Count worksheets

\*\* see following Calculations worksheet

# Noise Calculation Worksheets Worksheet 2: Existing Traffic Volume Counts

Project:  
Date:  
Analyst:

LATTC 30-Year Master Plan DEIR  
Dec. 17, 2004  
H. McWhorter

Source: KAKU Associates, Draft Traffic and Parking Study for the Los Angeles Trade Technical College, December 2004.

Intersection No. & Location	Peak Hour	Traffic Flow				Total Traffic Volume
1. Washington Bl./Olive St.	a.m.	0	0	0		2,910
		165	880	65	130	
		880	65	130	885	
		65	130	885	30	
		60	640	55		
2. Washington Bl./Grand Ave.	a.m.	70	400	75		2,895
		0	965	85	30	
		965	85	30	855	
		85	30	855	85	
		65	170	95		
3. Washington Bl./Flower St.	a.m.	75	405	70		2,610
		0	990	95	0	
		990	95	0	975	
		95	0	975	0	
		0	0	0		
4. Olive St./Hill St. & 23rd St.	a.m.	15	310	20		1,625
		<	v	>		

40	^	^	60
50	>	<	55
20	v	v	55
<	<	>	
	^		
405	590	5	

5. Grand Ave./23rd St. a.m.

120	410	15	1,490
-----	-----	----	-------

105	<	>	45
60	^	^	50
105	>	<	15
v		v	
<	^	>	

80	460	25	
----	-----	----	--

6. Flower St./23rd St. a.m.

30	430	80	1,095
----	-----	----	-------

0	<	>	0
225	^	^	155
85	>	<	25
v		v	
<	^	>	

25	0	40	
----	---	----	--



**Noise Calculation Worksheets**  
**Worksheet 3: Future Without Project Traffic Volume Counts**

Project:  
 Date:  
 Analyst:

LATTC 30-Year Master Plan DEIR  
 Dec. 17, 2004  
 H. McWhorter

Source: KAKU Associates, Draft Traffic and Parking Study for the Los Angeles Trade Technical College, December 2004.

Intersection No. & Location	Peak Hour	Traffic Flow				Total Traffic Volume
1. Washington Bl./Olive St.	a.m.	0	0	0		3,895
		<	>	>		
		200	1,320	165		
		75		<	1,180	
				>	40	
		<	>	>		
		75	770	70		
2. Washington Bl./Grand Ave.	a.m.	85	755	95		4,145
		<	>	>		
		0	1,245	35		
		105		<	1,065	
				>	180	
		<	>	>		
		80	210	290		
3. Washington Bl./Flower St.	a.m.	90	485	85		3,265
		<	>	>		
		0	1,280	0		
		115		<	1,210	
				>	0	
		<	>	>		
		0	0	0		
4. Olive St./Hill St. & 23rd St.	a.m.	20	475	25		2,475
		<	>	>		

45	^		^		70
65	>		<		75
30	v		v		65
	<		>		
		485	1,115	5	

5. Grand Ave /23rd St. a.m.

160	^		^		50
75	>		<		60
130	v		v		30
	<		>		
		160	830	20	
			v		
		100	700	45	

2,360

6. Flower St./23rd St. a.m.

0	^		^		0
315	>		<		205
100	v		v		30
	<		>		
		35	515	95	
			v		
		30	0	45	

1,370

# Noise Calculation Worksheets Worksheet 4: Future With Project Traffic Volume Counts

Project:  
Date:  
Analyst:

LATTC 30-Year Master Plan DEIR  
Dec. 17, 2004  
H. McWhorter

Source: KAKU Associates, Draft Traffic and Parking Study for the Los Angeles Trade Technical College, December 2004.

Intersection No. & Location	Peak Hour	Traffic Flow				Total Traffic Volume
1. Washington Bl./Olive St.	a.m.	0	0	0		3,835
		<	<	<	<	
		200	1,320	35	165	
		>	>	>	>	
		1,190	30			
		<	<	<	<	
		65	765	65		
2. Washington Bl./Grand Ave.	a.m.	85	795	50		4,160
		<	<	<	<	
		0	1,245	105	25	
		>	>	>	>	
		1,065	190			
		<	<	<	<	
		80	225	295		
3. Washington Bl./Flower St.	a.m.	90	485	85		3,265
		<	<	<	<	
		0	1,280	115	0	
		>	>	>	>	
		1,210	0			
		<	<	<	<	
		0	0	0		
4. Olive St./Hill St. & 23rd St.	a.m.	20	475	25		2,475
		<	<	<	<	

45	^		70
65	>		75
30	v		65

	^		
	<		
	v		
	>		

485	1,115	5
-----	-------	---

5. Grand Ave./23rd St.

a.m.

160	855	20
-----	-----	----

2,360

160	^		50
75	>		60
120	v		20

	^		
	<		
	v		
	>		

100	725	15
-----	-----	----

6. Flower St./23rd St.

a.m.

45	515	70
----	-----	----

1,340

0	^		0
315	>		195
100	v		25

	^		
	<		
	v		
	>		

30	0	45
----	---	----

**Noise Calculation Worksheets**  
**Worksheet 5: Calculations**

Project: LATTC 30-Year Master Plan DEIR  
 Date: Dec. 17, 2004  
 Analyst: H. McWhorter

*Equation*

$$\text{Leq (F)} = \text{Leq (P)} + 10[\log(\text{FTV}/\text{CTV})]$$

(Source: California Department of Transportation (Caltrans), Technical Noise Supplement, October 1998.)

<i>Variable</i>	<i>Definition</i>
Leq (F)	Future Intersection Leq
Leq (P)	Present Intersection Leq (see Worksheet 1)
FTV	Future Intersection Traffic Volume (see Worksheets 3 and 4)
CTV	Current Intersection Traffic Volume (see Worksheet 2)

**Future Without Project**

<i>Intersection No. &amp; Location</i>	<i>FTV/CTV</i>	<i>(&lt;) log</i>	<i>(&lt;) x 10</i>	<i>Leq (F)</i>
1. Washington Bl./Olive St.	1.34	0.13	1.27	<b>78.07</b>
2. Washington Bl./Grand Ave.	1.43	0.16	1.56	<b>76.76</b>
3. Washington Bl./Flower St.	1.25	0.10	0.97	<b>73.37</b>
4. Olive St./Hill St. & 23rd St.	1.52	0.18	1.83	<b>71.83</b>
5. Grand Ave./23rd St.	1.58	0.20	2.00	<b>73.20</b>
6. Flower St./23rd St.	1.25	0.10	0.97	<b>70.77</b>

**Future With Project**

<i>Intersection No. &amp; Location</i>	<i>FTV/CTV</i>	<i>(&lt;) log</i>	<i>(&lt;) x 10</i>	<i>Leq (F)</i>
1. Washington Bl./Olive St.	1.32	0.12	1.20	<b>78.00</b>
2. Washington Bl./Grand Ave.	1.44	0.16	1.57	<b>76.77</b>
3. Washington Bl./Flower St.	1.25	0.10	0.97	<b>73.37</b>
4. Olive St./Hill St. & 23rd St.	1.52	0.18	1.83	<b>71.83</b>
5. Grand Ave./23rd St.	1.58	0.20	2.00	<b>73.20</b>
6. Flower St./23rd St.	1.22	0.09	0.88	<b>70.68</b>

C:\LARDAV\SLMUTIL\28SEP\_09.bin  
Interval Data - LATTC 30 Yr. Master Plan

Location	Meas Number	Date	Time	Duration (s)	Leq	SEL	Lmax	Lmin	Peak	Uwpk	L( 5)	L(10)	L(33)
Washington/Olive	1	28-Sep-04	8:20:38	900	76.8	106.4	92.3	63.6	105.5	112.6	83.2	80	73.4
Washington/Grand	2	28-Sep-04	8:42:04	900	75.2	104.7	92.1	62.7	112.7	117.3	80	77.8	73.5
Washington/Flower	3	28-Sep-04	9:01:17	900	72.4	101.9	84.6	59.4	104.7	107.6	76.7	75.2	72.3

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Interval Data - LATTC 30 Yr. Master Plan

Location	Meas Number	Date	Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	L( 5)	L(10)	L(33)
23rd/Hill	4	29-Sep-04	8:18:00	900	70	99.5	86	57.7	121.1	121.9	74.7	73	69.5
23rd/Grand	5	29-Sep-04	8:36:34	900	71.2	100.8	84.5	56.2	102.5	107.5	77.8	74	68.8
23rd/Flower	6	29-Sep-04	8:55:33	900	69.8	99.4	85.9	59.2	99.3	103	75.7	73.6	67.8





# **APPENDIX E**



***DRAFT***  
**TRAFFIC AND PARKING STUDY  
FOR THE  
LOS ANGELES TRADE TECHNICAL COLLEGE**

DECEMBER 2004

PREPARED FOR  
**LOS ANGELES TRADE TECHNICAL COLLEGE**

PREPARED BY

**KAKU ASSOCIATES**  
A Corporation

***DRAFT***

**TRAFFIC AND PARKING STUDY  
FOR  
LOS ANGELES TRADE TECHNICAL COLLEGE**

December 2004

Prepared for:

**LOS ANGELES TRADE TECHNICAL COLLEGE**

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## **I. INTRODUCTION**

This report documents the assumptions, methodologies and findings of a study conducted by Kaku Associates, Inc., to evaluate the potential traffic and parking impacts of the proposed Thirty-Year Master Plan for the Los Angeles Trade Technical College (LATTC). LATTC is located in the southern portion of downtown Los Angeles, within the southeast quadrant of the Harbor (I-110) and Santa Monica (I-10) Freeway.

### **PROJECT DESCRIPTION**

The Los Angeles Trade Technical College is a public community college within the Los Angeles Community College District. The campus is located within a 23-acre site bounded by Washington Boulevard on the north, 23<sup>rd</sup> Street on the south, Flower Street on the west, and Olive Street on the east. Figure 1 illustrates the location of the proposed project in relation to the surrounding street system.

The LATTC 2002 Campus Plan established short-term and long-term implementation of building projects for the physical facilities of the campus. The Five-Year Master Plan identified campus-wide improvements that could be implemented within the five-year timeframe. The Thirty-Year Master Plan is the long-term plan that further identifies future projects that are necessary for the completion of the campus to more fully reflect its educational mission. In the Thirty-Year Master Plan, the overall campus is organized into north, south and east campuses each with its own character. The north campus will become the heart of the academic life of the college, the south campus will become the focal point for recreation and community-oriented activities and the east campus host to large-scaled and dynamic vocational programs and departments. As part of the improvements, new parking facilities would be added to accommodate an additional 1,800 spaces

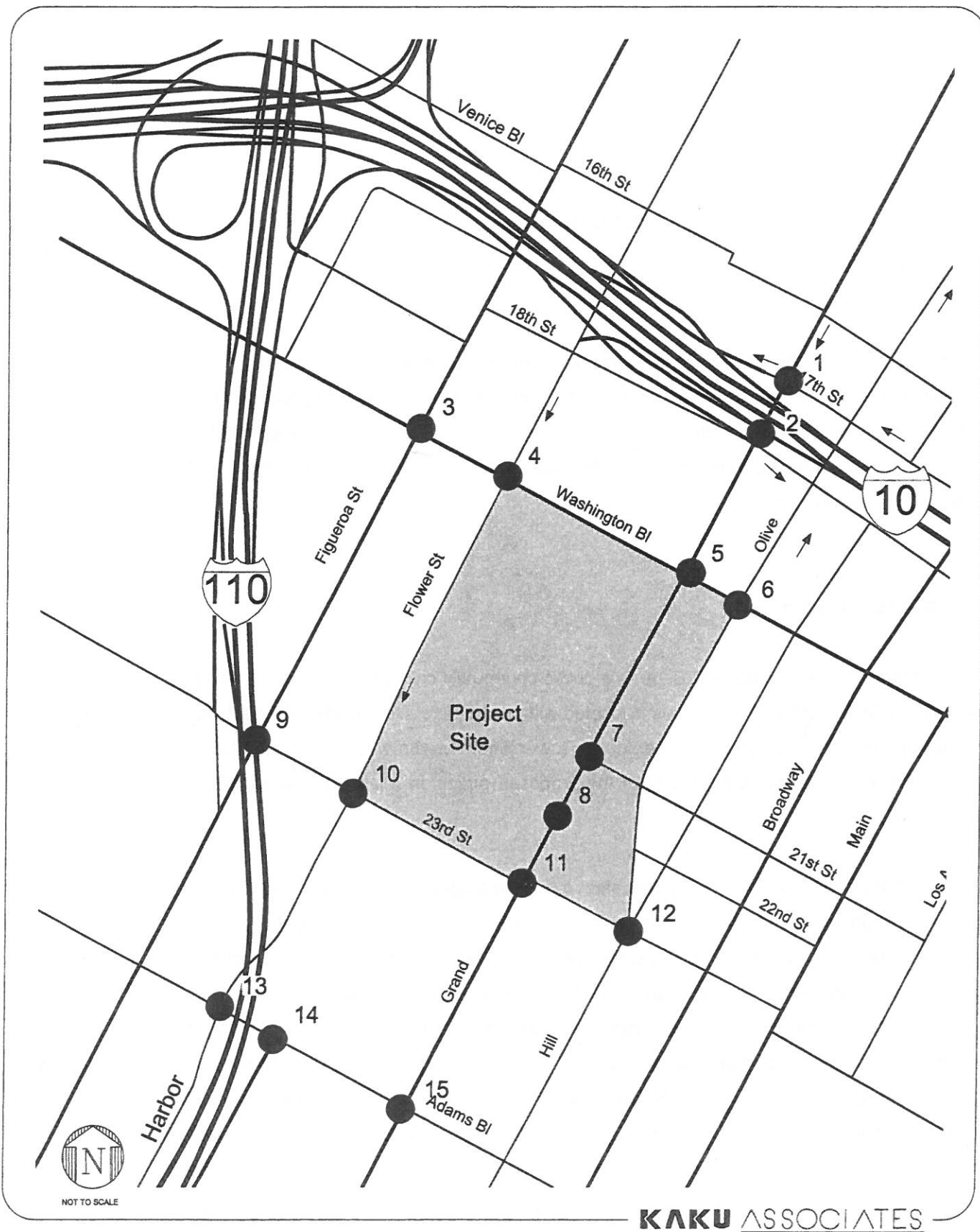


FIGURE 1  
LOCATION OF ANALYZED INTERSECTIONS

(for a total of 3,750 parking spaces). Figure 2 illustrates the concept plan of the proposed Thirty-Year Master Plan for the LATTC campus.

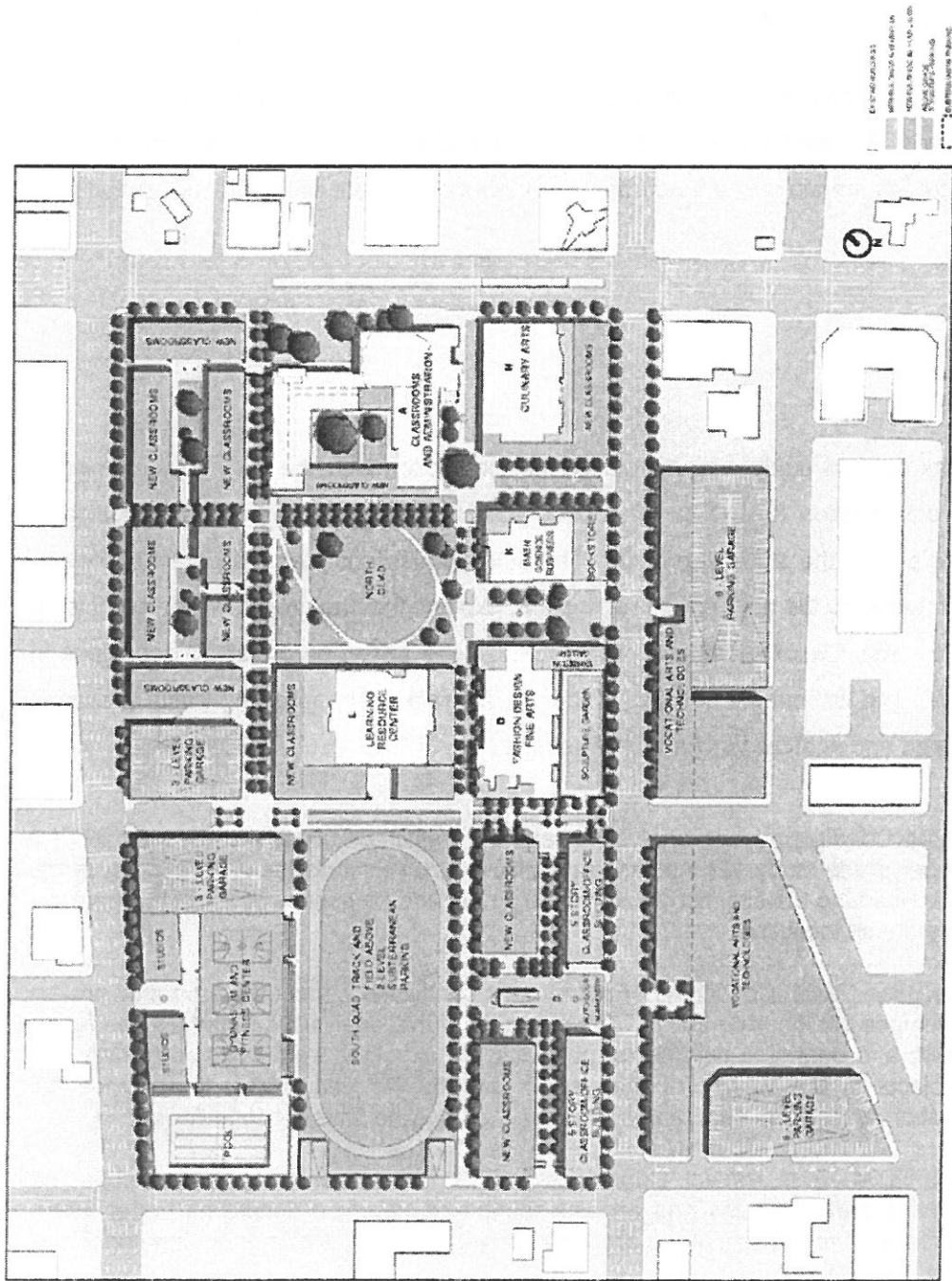
The improvements are designed to accommodate an increase of student enrollment from the existing 15,000 to the five-year plan estimate of 21,300 students. Student enrollment for the thirty-year plan is expected to remain unchanged from the student enrollment estimated for the five-year plan.

## **STUDY SCOPE**

The scope of work for this study was developed in conjunction with the City of Los Angeles Department of Transportation (LADOT). The base assumptions and technical methodologies were discussed as part of the study approach. The study, which analyzes the potential project-generated traffic impacts on the adjacent street system, expects that the project will be completed by Year 2034. The analysis of future year traffic forecasts is based on projected conditions in Year 2034 both with and without the addition of the project traffic. The following traffic scenarios have been developed and analyzed as part of this study:

- Existing 2004 Conditions - The analysis of existing traffic conditions provides a basis for the remainder of the study. The existing conditions analysis includes a description of the street system serving the site, current traffic volumes, and an assessment of the operating conditions at these locations.
- Cumulative Base (2034) Conditions - Future traffic conditions without the proposed project will be developed for the year 2034. The objective of this analysis is to project the future traffic growth and operating conditions that could be expected from regional growth and related projects in the vicinity of the project site by the year 2034. It assumes full implementation of the Five-Year Master Plan as the baseline physical conditions.
- Cumulative (2034) Plus Project Conditions - This traffic scenario provides projected changes in the traffic patterns and an assessment of operating conditions under future 2034 conditions. The impacts of the proposed project on future traffic operating conditions can then be identified.

**THE THIRTY-YEAR VISION** CAMPUS PLAN 2002  
Los Angeles Trade Technical College



*The Thirty-Year Vision. This diagram shows the basic layout of the campus in the long term vision. It includes the incorporation of properties along the east side of Grand Avenue and the replacement of the "F" building with several more finely scaled buildings thus opening the campus to Flower Avenue.*

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**FIGURE 2**  
**SITE PLAN**

LADOT has identified the following 15 intersections to be analyzed as part of the scope of work for this project:

1. Grand Avenue and 17<sup>th</sup> Street
2. Grand Avenue and 18<sup>th</sup> Street
3. Figueroa Street and Washington Boulevard
4. Flower Street and Washington Boulevard
5. Grand Avenue and Washington Boulevard
6. Olive Street and Washington Boulevard
7. Grand Avenue and 21<sup>st</sup> Street
8. Grand Avenue and 22<sup>nd</sup> Street
9. Figueroa Street and 23<sup>rd</sup> Street
10. Flower Street and 23<sup>rd</sup> Street
11. Grand Avenue and 23<sup>rd</sup> Street
12. Olive Street/Hill Street and 23<sup>rd</sup> Street
13. Flower Street and Adams Boulevard
14. I-110 NB off-ramp and Adams Boulevard
15. Grand Avenue and Adams Boulevard

The locations of these 15 analyzed intersections are illustrated in Figure 1.

## **ORGANIZATION OF REPORT**

This report is divided into eight chapters. Chapter I provides an introduction to the study and presents details of the various elements of the study. Chapter II describes the existing conditions in the study area including an inventory of the streets and highways in the study area, a summary of traffic volumes, and an assessment of the operating conditions of these streets. The methodologies used to develop traffic forecasts for the Cumulative Base and Cumulative Plus Project scenarios and the forecasts themselves are included in Chapter III. Chapter IV presents an assessment of the proposed project's potential traffic impacts, and Chapter V discusses the proposed mitigation. The results of the analysis of the proposed project's impacts on the CMP regional transportation system are provided in Chapter VI. Chapter VII discusses the proposed project's potential impact on the parking supply provided on campus. Chapter VIII provides the summary of the results. Appendices to this report include details of the technical analysis.



## II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes a description of the study area, an inventory of the local street system in the vicinity of the project site, a review of traffic volumes on these facilities, an assessment of the existing operating conditions, and the current transit service in the study area. A detailed description of these elements is presented in this chapter.

### EXISTING STREET SYSTEM

The Santa Monica and Harbor Freeways provide regional access to the campus. The Santa Monica Freeway runs in an east-west direction north of the LATTC campus. Access between the campus and the Santa Monica Freeway is obtained mainly via ramps at Grand Avenue from the west and Los Angeles Street from the east. The Harbor Freeway runs in a north-south direction west of the campus. Access to the Harbor Freeway is obtained via Adams Boulevard.

The major streets serving the campus are Washington Boulevard, 23<sup>rd</sup> Street, and Adams Boulevard in the east-west direction, and Figueroa Street, Flower Street, Grand Avenue, and Olive Street in the north-south direction. The following is a brief description of the streets that serve the site:

- Washington Boulevard – Washington Boulevard is a major east-west arterial that provides two travel lanes in each direction, with the Los Angeles County Metropolitan Transportation Authority (LACMTA) Line rail running along the median. Washington Boulevard provides local and regional access to the campus. Restricted parking is available on both sides of the street within the study area. The posted speed limit is 35 miles per hour (mph).

- 23<sup>rd</sup> Street – 23<sup>rd</sup> Street is a collector street that provides one travel lane in each direction. Metered parking is allowed on both sides of the street within the study area.
- Adams Boulevard – Adams Boulevard is a major east-west arterial. It provides two travel lanes in each direction. Metered parking is allowed on both sides of the street from Grand Avenue to Main Street.
- Figueroa Street – Figueroa Street is a major north-south arterial. It provides two travel lanes in each direction. Parking is generally allowed on both sides of the street within the study area. The posted speed limit is 35 mph.
- Flower Street – Flower Street is a major one-way arterial. It provides four travel lanes in the southbound direction. Flower Street provides direct access to the parking areas of the project site. Parking is allowed on both sides of the street.
- Grand Avenue – Grand Avenue is a major north-south arterial. It provides three travel lanes, one lane in the northbound direction and two lanes in the southbound direction. Grand Avenue provides direct access to the project site. Parking is allowed on both sides of the street.
- Olive Street – Olive Street is a secondary arterial. It provides four travel lanes in the northbound direction, north of Washington Boulevard. It provides two travel lanes in each direction south of Washington Boulevard. Parking is allowed on both sides of the street.

Table 1 provides a description of these facilities, summarizing the physical characteristics of all key streets within the study area. Diagrams of the existing lane configurations at the 15 analyzed intersections are illustrated in Appendix A.

## **EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE**

This section presents the existing peak hour turning movement traffic volumes for the intersections analyzed in the study, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each indicating volume/capacity ratios and levels of service.

**TABLE 1**  
**EXISTING SURFACE STREET CHARACTERISTICS**

Roadway	FROM	TO	Number of Lanes		MEDIAN TYPE	PARKING RESTRICTIONS		SPEED LIMIT
			NB/EB	SB/WB		NB/EB	SB/WB	
Figueroa St	16th/Venice	Washington Blvd	4	2	2LT	1 hr 9a-3p; ns 7-9a, 3-6p; buses only	NSAT	35
	Washington Blvd	23rd St	4	3	2LT	1 hr 9a-3p; ns 7-9a, 3-6p; buses only	1 hr 9a-3p; ns 7-9a, 3-6p	35
	23rd St	Adams Blvd	3	2	2LT	NSAT	1 hr 8a-4p	35
	Adams Blvd	30th St	4		2LT	1 hr 9a-6p; ns 7-9a	1 hr 8a-4p	35
Flower St	16th/Venice	Washington Blvd		4			1 hr 8a-3p; ns 3-6p	
	Washington Blvd	23rd St		4		pa 7a-6p 6hr	pa 7a-6p 6hr	
	23rd St	Adams Blvd	1	4	2LT	NSAT	2 hr 8a-6p	35
	Adams Blvd	30th St		4			2 hr 8a-6p	35
Grand Ave (1 way SB) (1 way SB)	16th/Venice	18th St		4		2 hr 8a-6p	2 hr 8a-6p	
	18th St	Washington Blvd	1	3	2LT	NSAT	NSAT	30
	Washington Blvd	23rd St	1	2	2LT	6 hr 7a-p	6 hr 7a-p	
	23rd St	Adams Blvd	1	2	2LT	1 hr 8a-6p	1 hr 8a-6p	
Olive St	Adams Blvd	30th St	2	2	DY	15min 6a-6p	15min 6a-6p	30
	23rd St	21st St	2	2	DY	2 hr 8a-6p	2 hr 8a-6p	
	21st St	Washington Blvd	2	2	DY	NSAT	2 hr 8a-6p	
	Washington Blvd	18th St	4			1 hr 8a-6p	1 hr 8a-6p	
Hill St	18th St	Venice Blvd	4			NS 7a-5p School buses exempt	NS 7a-5p School buses exempt	
	Venice Blvd	15th St	4			15min 6a-6p	15min 6a-6p	
	15th St	Pico Blvd	4			2 hr 8a-6p	2 hr 8a-6p	
	16th/Venice	17th St	2	2	DY	1 hr 8a-6p	1 hr 8a-6p	
Adams St	17th St	Washington	2	2	DY	2 hr 8a-6p	2 hr 8a-6p	
	Washington Blvd	23rd St	2	2	DY	1 hr 8a-6p	1 hr 8a-6p	
	23rd St	Adams Blvd	2	2	DY	1 hr 8a-6p	1 hr 8a-6p	30
	Adams Blvd	30th St	2	2	DY	1 hr 8a-6p	1 hr 8a-6p	30
23rd St	Figueroa	110 Ramps	2	3	DY	NSAT	NSAT	
	110 Ramps	Grand	2	2	2LT	NSAT	NSAT	
	Grand	Broadway	2	2	2LT	1 hr 7a-4p; NS 4-6p	1 hr 9a-6p; NS 7-9a	
	Broadway	Main	2	2	2LT	1 hr 7a-4p; NS 4-6p	1 hr 9a-6p; NS 7-9a	
Washington Blvd	Figueroa	Flower	1	1	SDY	1 hr 8a-6p; NS 1A-6A	NS 8a-6p	
	Flower	Grand	1	1	SDY	6 hr 7a-7p	6 hr 7a-7p	
	Grand	Hill	1	1	SDY	1 hr 8a-6p, metered	1 hr 8a-6p, metered	
	Hill	Broadway	1	1	SDY	1 hr 8a-6p, metered	1 hr 8a-6p, metered	
18th St ( 1 way EB) (1 way EB) (1 way EB) (1 way EB) (1 way EB)	Broadway	Main	1	1	SDY	1 hr 8a-6p, metered	1 hr 8a-6p, metered	
	Figueroa	Flower	2	2	Metro	NSAT	NSAT	
	Flower	Grand	2	2	Metro	NSAT	NSAT	
	Grand	Hill	2	2	Metro	NSAT	NSAT	
17th St (1 way WB) (1 way WB) (1 way WB) (1 way WB)	Hill	Broadway	2	2	Metro	NSAT	NSAT	
	Broadway	Main	2	2	Metro	NSAT	NSAT	
	Figueroa	Flower		2		1 hr 8a-4p; ns 4-6p	1 hr 8a-4p; ns 4-6p	
	Flower	Hope		2		1 hr 8a-4p; ns 4-6p		
17th St (1 way WB) (1 way WB) (1 way WB) (1 way WB)	Hope	Grand		2		NSAT		
	Grand	Hill		2		1 hr 8a-4p; ns 4-6p; metered		
	Hill	Main		2		NS 8a-6p		
	Grand	Olive		2		1 hr 8a-6p	1 hr 8a-6p	
17th St (1 way WB) (1 way WB) (1 way WB) (1 way WB)	Olive	Hill		3			NSAT	
	Hill	Broadway		3			NSAT	
	Broadway	Main		3			NS 7a-5p	

**Notes:**

LANES: # = Number of lanes

Parking: PA = Parking Allowed  
NSAT = No Stopping Anytime  
NS = No Stopping  
NO = No Overnight Parking except by permit 2:30a - 5a

MEDIAN TYPE: DY = Double Yellow Centerline  
SDY = Single Dashed Yellow Centerline  
2LT = Dual Left Turn Centerline  
RM = Raised Median  
UD = Undivided Lane  
Metro = Metro Blue Line

### **Existing Traffic Volumes**

Weekday morning and afternoon peak hour traffic counts were conducted at the 15 analyzed intersections in October 2004. These weekday traffic volumes, which are illustrated in Figure 3, represent the Existing 2004 conditions for the purposes of this analysis.

### **Level of Service Methodology**

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow on the street system, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas. Level of service definitions for signalized and unsignalized intersections are provided in Tables 2 and 3, respectively.

The "Critical Movement Analysis" (CMA) method (Transportation Research Board, 1980) of intersection capacity analysis was used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service for the turning movements and intersection characteristics at the signalized intersections. The CALCADB software package developed by LADOT was used to implement the CMA methodology. Table 2 defines the ranges of V/C ratios and corresponding levels of service for signalized intersections.

The stop-controlled intersections at the main entrance and exit of the campus along Grand Avenue at 21<sup>st</sup> Street and 22<sup>nd</sup> Street, respectively, were analyzed using the "Two-Way Stop" method from the 2000 Highway Capacity Manual, which determines the average vehicle delay and the level of service (LOS) using the relationship indicated in Table 3.

All of the signalized study intersections 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% (0.07 V/C adjustment) was applied to reflect the benefits of ATSAC control at these intersections.

**TABLE 2**  
**LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS**

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	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	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.000	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: Transportation Research Board, Highway Capacity Manual 2000.

**TABLE 3**  
**LEVEL OF SERVICE DEFINITIONS FOR**  
**STOP-CONTROLLED INTERSECTIONS**

Level of Service	Average Total Delay (seconds/vehicle)
A	$\leq 10.0$
B	$> 10.0$ and $\leq 15.0$
C	$> 15.0$ and $\leq 25.0$
D	$> 25.0$ and $\leq 35.0$
E	$> 35.0$ and $\leq 50.0$
F	$> 50.0$

Source: Highway Capacity Manual 2000.



### **Existing Levels of Service**

The existing weekday morning and afternoon peak hour turning movements presented in Figure 3 were used in conjunction with the level of service methodologies described above to determine existing operating conditions at each of the study intersections. Level of service calculation worksheets are included in Appendix C.

Table 4 summarizes the results of this analysis indicating the existing a.m. and p.m. peak hour V/C ratio and corresponding level of service at the analyzed intersections. As indicated in the table, all but one of the study intersections are currently operating at an acceptable level of service, i.e., LOS D or better, during both the morning and afternoon peak hours. The exception is the unsignalized intersection of Grand Avenue and 21<sup>st</sup> Street, which operates at LOS F during the afternoon peak hour.

### **EXISTING TRANSIT CONDITION**

Numerous bus lines operated by six different transportation agencies as well as the Metro Blue Line operated by the LACMTA currently serve the study area. 30 of the bus lines are operated by LACMTA, nine are operated by LADOT, and other bus lines operated by Torrance Transit, Foothill Transit, Gardena Municipal Bus Line, and Santa Monica Municipal Bus Line. These transit lines are described below and illustrated in Figure 4.

LACMTA operates the following transit lines:

- **LACMTA Blue Line** – The Metro Blue Line is a north/south light rail transit (LRT) line that travels from Long Beach to downtown Los Angeles. This line provides service to Long Beach, Carson, Rancho Dominguez, Lynwood, Vernon, and downtown Los Angeles. This line travels along Washington Boulevard. The Grand Station on Washington Boulevard is adjacent to the project site.

**TABLE 4**  
**YEAR 2004 EXISTING CONDITIONS**  
**PEAK HOUR LEVELS OF SERVICE**

Intersection	Existing Conditions			
	AM Peak Hour		PM Peak Hour	
	V/C or delay	LOS	V/C or delay	LOS
1. Grand Av & 10 WB Ramps/ 17th St	0.258	A	0.665	B
2. Grand Av & 10 EB Ramps/ 18th St	0.370	A	0.409	A
3. Figueroa St & Washington Bl	0.714	C	0.731	C
4. Flower St & Washington Bl	0.352	A	0.685	B
5. Grand Av & 21st St	0.600	A	0.723	C
6. Olive St & Washington Bl	0.581	A	0.522	A
7. Grand Av & 21st St *	26.4 sec	D	overflow	F
8. Grand Av & 22nd St *	15.7 sec	C	29.7 sec	D
9. Figueroa St & 23rd St	0.645	B	0.642	B
10. Flower St & 23rd St	0.299	A	0.623	B
11. Grand Av & 23rd St	0.547	A	0.574	A
12. Olive St / Hill St & 23rd St	0.478	A	0.423	A
13. Flower St & Adams Bl	0.461	A	0.697	B
14. 110 NB Off-Ramp & Adams Bl	0.739	C	0.607	B
15. Grand Av & Adams Bl	0.527	A	0.605	B

**Note:**

- \* Intersection is controlled by stop signs. Highway Capacity Manual 2000 stop-controlled methodology is used to obtain average vehicular delay in seconds.



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**FIGURE 4**  
**EXISTING TRANSIT LINES**

- LACMTA 14 - Line 14 is a local east/west line that travels from Beverly Hills to downtown Los Angeles. This line provides service to the Beverly Center, CBS Television City, 7th Station of the Metro Red Line and the Grand Station of the Metro Blue Line. It mainly travels along Grand Avenue, Olive Street, and Hill Street. It has stops on Grand Avenue to connect to the project site.
- LACMTA 33 - Line 33 is a local east/west line traveling from Santa Monica to downtown Los Angeles via Venice, Culver City, and Los Angeles. It provides service along Venice Boulevard to the Patsaouras Transit Plaza and Union Station.
- LACMTA 37, 38 - Lines 37 and 38 are local east/west lines that travel from the West Los Angeles Transit Center to downtown Los Angeles. These lines provide service to the 7th Station of the Metro Red Line and the Grand Station of the Metro Blue Line. They mainly travel along Grand Avenue, Olive Street, and Hill Street. They have stops on Grand Avenue to connect to the project site.
- LACMTA 40 - Line 40 is a local north/south line that travels from the South Bay Transit Center to the Los Angeles International Airport (LAX) City Bus Center. This line provides service to Torrance, Lennox, Hyde Park, Leimert Park, the Los Angeles Memorial Coliseum & Sports Arena, the Interstate 105 (I-105) Station of the Metro Green Line, and the Metrolink Station of the Metro Red Line. This line mainly travels along Broadway and has stops adjacent to the project site.
- LACMTA 42 - Line 42 is a local east/west line that travels from the LAX City Bus Center to downtown Los Angeles. This line provides service to Westchester, Inglewood, Windsor Hills, Crenshaw, the Los Angeles Memorial Coliseum and Sports Arena, and the Metrolink Station of the Metro Red Line. This line mainly travels along Broadway and has stops adjacent to the project site.
- LACMTA 45, 46 - Lines 45 and 46 are local southwest/northeast lines that travel from Compton to Montecito Heights. These lines provide service to the Harbor Freeway/I-105 Station of Metro Green Line. These lines mainly travel along Broadway and have stops adjacent to the project site.
- LACMTA Line 55 - Line 55 is a local north/south line that travels from Willow Brook to downtown Los Angeles. This line provides service to the Grand Station of the Metro Blue Line and the Imperial/Wilmington/Rosa Parks Station of the Metro Green Line. This line mainly travels along Grand Avenue. It has stops on Grand Avenue adjacent to the project site.
- LACMTA 65 - Line 65 is a local east/west line that travels from California State University Los Angeles (CSULA) to downtown Los Angeles. This line provides service to City Terrace, the Los Angeles Convention Center, and the Grand Station of the Metro Blue Line. This line mainly travels along Washington Boulevard and ends at Figueroa Street. It has stops on Washington Boulevard to connect to the project site.

- LACMTA 68 – Line 68 travels east and west between the Montebello Town Center Mall and the West Los Angeles Transit Center. Washington Boulevard and Cesar E. Chavez Avenue are the main streets used by this line, with stops at Flower Street and Washington Boulevard.
- LACMTA 76 - Line 76 is a local east/west line that travels from El Monte to downtown Los Angeles. This line provides service to San Gabriel, Rosemead, Alhambra, Monterey Park, City Terrace, Lincoln Heights, University of Southern California (USC) Medical Center, the Civic Center Station of the Metro Red Line, and the Grand Station of the Metro Blue Line. This line mainly travels along Grand Avenue, Washington Boulevard, and Olive Street. It has stops on Grand Avenue adjacent to the project site.
- LACMTA 78, 79 - Lines 78 and 79 are local east/west lines that travel from Arcadia to downtown Los Angeles. These lines provide service to the Santa Anita Park Racetrack, Westfield Shoppingtown, Temple City, San Gabriel, San Marino, Alhambra, South Pasadena, El Sereno, Lincoln Heights, the Civic Center Station of the Metro Red Line, and the Grand Station of the Metro Blue Line. These lines mainly travel along Grand Avenue, 21<sup>st</sup> Street, and Olive Street. They have stops on Grand Avenue to connect to the project site.
- LACMTA 81 - Line 81 is a local north/south line that travels from Eagle Rock to the Harbor Fwy/I-105 Station of the Metro Green Line and passes by downtown Los Angeles. This line provides service to Highland Park, the Southwest Museum, USC, the Los Angeles Coliseum and Sports Arena, Staples Center, the Los Angeles Convention Center, and the Harbor Fwy/I-105 Station of the Metro Green Line. This line mainly travels along Figueroa Street, and it has stops located adjacent to the project site.
- LACMTA 96 - Line 96 is a local northeast/southwest line that travels from Sherman Oaks to downtown Los Angeles. This line provides service to Valley Village, Studio City, North Hollywood, Universal City, Toluca Lake, Burbank, Griffith Park, Silverlake, Glassell Park, Cypress Park, the Burbank Regional Transportation Center, the Los Angeles Zoo, and Universal Studios. This line mainly travels along 18<sup>th</sup> Street and along Grand Avenue and Olive Street. It has stops on 18<sup>th</sup> Street between Grand Avenue and Olive Street adjacent to the project site.
- LACMTA 333 - Line 333 is a local east/west limited line traveling from Santa Monica to downtown Los Angeles via Venice, Culver City, and Los Angeles. It provides service along Venice Boulevard to the Patsaouras Transit Plaza and Union Station, with stops at Olive Street and Venice Boulevard and limited service, including Main Street and Venice Way to Venice Boulevard and Figueroa Street.
- LACMTA 340 – Line 340 runs north/south with Hawthorne Boulevard limited service. On Broadway, line 340 stops from Washington Boulevard to Martin Luther King Boulevard; on Crenshaw Boulevard from Martin Luther King Boulevard to Florence Avenue; on Florence Avenue from Crenshaw Boulevard to Prairie Street; and on La Brea Avenue, from Queen Street to the I-105 Hawthorne Station.

- LACMTA 434 - Line 434 runs east/west from Malibu to downtown Los Angeles through Santa Monica. This line provides service to Malibu, Santa Monica, Patsaouras Transit Plaza, and Union Station. There are main stops along Pacific Coast Highway, Venice Boulevard, Grand Avenue, and Union Station.
- LACMTA 439 - Line 439 is a local north/south line that travels from Torrance to downtown Los Angeles. This line provides service to Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, Westchester, the LAX City Bus Center, and the Kenneth Hahn State Recreation Center. This line mainly travels along the I-10 Freeway, exiting on 18<sup>th</sup> Street and traveling north on Olive Street. This line has stops located near the project site.
- LACMTA 442 - Line 442 is a local north/south line that travels from Torrance to downtown Los Angeles. This line provides service to Lawndale, Hawthorne, Lennox, Inglewood, the Hawthorne/I-105 Station of the Metro Green Line, The Great Western Forum, the Los Angeles Coliseum and Sports Arena, the Los Angeles Convention Center, and Staples Center. This line mainly travels along Figueroa Street and has stops located near the project site.
- LACMTA 444 - Line 444 is a local north/south line that travels from Rancho Palos Verdes to downtown Los Angeles. This line provides service to Rolling Hills Estates, Torrance, Redondo Beach, Lawndale, the Golden Cove Center, the Peninsula Center, Del Amo Fashion Center, South Bay Galleria, the Hawthorne/I-105 Station of the Metro Green Line, the Artesia Transit Center, the Los Angeles Convention Center, and Staples Center. This line mainly travels along the Harbor Freeway and exits on Figueroa Street. It has stops on Figueroa Street that provides service to the project site.
- LACMTA 445, 446, 447 - Lines 445, 446, and 447 are local north/south lines that travel from San Pedro to downtown Los Angeles. These lines provide service to Ports O'Call Village, Wilmington, Los Angeles Harbor College, Harbor University of California at Los Angeles (UCLA) Medical Center, Carson, the I-105 Station of the Metro Green Line, the Los Angeles Convention Center, Staples Center, and USC. These lines mainly travel along the Harbor Freeway and exits on Figueroa Street. They have stops on Figueroa Street that provide service to the project site.
- LACMTA 484 - Line 484 is an east/west route running from downtown Los Angeles to Pomona. This line provides service to downtown Los Angeles, El Monte, La Puente, Walnut, Industry, and Pomona. The main stops are Olive Avenue, Venice Boulevard, Union Station, and Holt Avenue.
- LACMTA 485 - Line 485 run north/south from downtown Los Angeles to Altadena. They provide service to downtown Los Angeles, Alhambra, South Pasadena, Altadena, San Marino, Pasadena, and Altadena. Main stops include Olive Avenue, Venice Boulevard, Fair Oaks Avenue, and Lake Avenue.



- LACMTA 489 - Line 489 runs east/west from downtown Los Angeles to Sierra Madre. This route provides service to Downtown Los Angeles, San Gabriel, Rosemead, Pasadena, and Sierra Madre. Major stops include Rosemead Boulevard, Temple City, Hastings Ranch, Olive Avenue and Venice Boulevard.
- LACMTA 490 - Line 490 is an east/west route from CSU Fullerton to downtown Los Angeles. This line provides service to Brea, Diamond Bar, Pomona, Mt. San Antonio College, West Covina, Covina, Baldwin Park, and El Monte. Main stops are provided along Grand Avenue and Venice Boulevard, the Brea Mall, Cal Poly Pomona, and the Lanterman Developmental Center.
- LACMTA 603 - Line 603 is a local north/south line that travels from Glendale to downtown Los Angeles. This line provides service to the Glendale Galleria, the Grand Station of the Metro Blue Line, and the Westlake Station of the Metro Red Line. This line mainly travels on 23<sup>rd</sup> Street towards Grand Avenue. It has stops located adjacent to the project site.

LADOT operates the following lines. LADOT Commuter Express (LX) lines provide commuter services to the downtown Los Angeles area with limited stops. Dash provides local services.

- LX413 - Line LX413 is a commuter express east/west line that travels from Van Nuys to downtown Los Angeles. This line provides service to North Hollywood and Burbank. This line mainly travels along Hill Street and ends at Washington Boulevard. It has a stop on Washington Boulevard adjacent to the project site.
- LX419 - Line LX419 is a commuter express east/west line that travels from Chatsworth to USC and passes through downtown Los Angeles. This line provides service to Granada Hills, Mission Hills and downtown Los Angeles. This line mainly travels along Figueroa Street and has stops located adjacent to the project site.
- LX422 - Line LX422 is a commuter express east/west line that travels from Thousand Oaks to USC and passes through downtown Los Angeles. This line provides service to the San Fernando Valley, West Lake Village, Agoura Hills, Warner Center, Woodland Hills, Van Nuys, Hollywood, the Music Center, the Los Angeles Convention Center, and USC. This line mainly travels along Figueroa Street and has stops located adjacent to the project site.
- LX423 - Line LX423 is a commuter express east/west line that travels from Newbury Park to USC and passes through downtown Los Angeles. This line provides service to Thousand Oaks, the San Fernando Valley, West Lake Village, Agoura Hills, Warner Center, Woodland Hills, Van Nuys, Hollywood, the Music Center, the Los Angeles Convention Center, and USC. This line mainly travels along Figueroa Street and has stops located adjacent to the project site.

- LX 430 – Line LX430 is a commuter express east/west route traveling from the Pacific Palisades to downtown Los Angeles. Line 430 provides service to Sunset Boulevard, the Veterans Administration (VA) Hospital Park and Ride Lot, Grand Avenue and Venice Boulevard, and Patsaouras Transit Plaza.
- LX431 - Line LX431 is a commuter express east/west line that travels from Westwood to downtown Los Angeles. This line provides service to UCLA, Rancho Park, West Los Angeles, Palms, the Music Center, Library Square, the Transamerica Center, and California Hospital. This line mainly travels along the I-10 Freeway, exiting on 18<sup>th</sup> Street and traveling north on Olive Street. This line has stops on Olive Street adjacent to the project site.
- LX437 - Line LX437 is a commuter express northwest/southeast line that travels from Venice to downtown Los Angeles. This line provides service to Marina Del Rey, Daniel Freeman Marina Hospital, Culver City, the Music Center, Library Square, the Transamerica Center, and California Hospital. This line mainly travels along the I-10 Freeway, exiting on 18<sup>th</sup> Street and traveling north on Olive Street. This line has stops on Olive Street adjacent to the project site.
- LX438 - Line LX438 is a commuter express north/south line that travels from Redondo Beach to downtown Los Angeles. This line provides service to Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, USC, the 37<sup>th</sup> Street Transitway Station, the Convention Center, Staples Center, Library Square, the Music Center and City Hall. This line mainly travels along Flower Street and has stops located adjacent to the project site.
- LX448 - Line LX448 is a commuter express north/east line that travels from Rancho Palos Verdes to downtown Los Angeles. This line provides service to the Peninsula Center, Rolling Hills Estates, Torrance Municipal Airport, South Coast Botanic, Lomita, Harbor City, the Kaiser Foundation, the Los Angeles Harbor, Wilmington, USC, the Los Angeles Convention Center, Staples Center, Library Square, the Music Center, and City Hall. This line mainly travels along the I-110 Freeway, exiting on Figueroa Street. This line has stops located on Figueroa Street adjacent to the project site.
- Dash B - Line Dash B is a north/south line running from Chinatown to the Financial District's Metro Center Station. Dash B travels mainly along Broadway, Temple Street, and Grand Ave.
- Dash D – Line Dash D is a north/south line providing service from Union Station/Gateway Transit Center to South Park. Stops are provided at Washington Boulevard at Grand Avenue and Olive Street.
- Dash F - Line Dash F is a local north/south line that travels from USC to downtown Los Angeles. This line provides service to the Los Angeles Convention Center, Staples Center, and the Los Angeles downtown Financial District. This line mainly travels along Figueroa Street and has stops located adjacent to the project site.

The following lines are operated by Torrance Transit and provide commuter services from Torrance to Los Angeles.

- T1 - Line T1 is a north/south line that travels from Torrance Del Amo Fashion Center to downtown Los Angeles. This line provides service to Del Amo Fashion Center, Historic Downtown Torrance, Harbor-UCLA Medical Center, the Artesia Transit Center, the Harbor Transitway Station, the Imperial Highway Station of the Metro Green Line, and the downtown Los Angeles Civic Center. This line mainly travels along Olive Street and Hill Street, and it has stops located adjacent to the project site.
- T2 - Line T2 is a north/south line that travels from Torrance Del Amo Fashion Center to downtown Los Angeles. This line provides service to Del Amo Fashion Center, South Bay Galleria, El Camino College, the Harbor Transitway Station, the Imperial Highway Station of the Metro Green Line, and the downtown Los Angeles Civic Center. This line mainly travels along Olive Street and Hill Street, and it has stops located adjacent to the project site.

Foothill Transit operates the following lines:

- ET 482 – Line 482 runs east/west from Los Angeles through Hacienda Heights to Pomona. Traveling mainly on Colima Road, Line 482 stops include Olive Street, Puente Hills Mall, Industry Metrolink, Lanterman Developmental Center, and Cal Poly Transit Center.
- ET 486 – Line 486 is an east/west route from Puente Hills Mall to Los Angeles. Line 486 provides service to Cal Poly Pomona, Amar Road, El Monte Station, Cal State Los Angeles, USC Medical Center, and stops at Grand Avenue and Venice Boulevard.
- ET 488 – Line 488 runs east/west from Glendora to Los Angeles. Line 488 provides service to West Covina, El Monte Busway Station, Cal State Los Angeles, USC Medical Center, and Grand Avenue and Venice Boulevard.

The following line is operated by Gardena Municipal Bus Lines:

- GA 1 – Line 1 provides transportation from Gardena to Los Angeles. Stops are provided along Main Street and Washington Boulevard.

The following line is operated by Santa Monica Municipal Bus Lines:

- SM 10 – Line 10 provides transportation from Santa Monica to Los Angeles. Stops are provided along Grand Avenue and Venice Boulevard.

A new LACMTA Exposition LRT line is proposed to travel near the school along Flower Street or Hill Street and Exposition Boulevard that would provide additional mass transit service from downtown to Culver City.

### **III. FUTURE TRAFFIC PROJECTIONS**

In order to properly evaluate the proposed project's potential impacts on the local street system, estimates of future traffic conditions both with and without the project were developed. Future traffic volumes without the project were first estimated, representing the Cumulative Base conditions. The traffic generated by the proposed project 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.

#### **CUMULATIVE BASE TRAFFIC PROJECTIONS**

The Cumulative Base traffic projections reflect growth in traffic from two primary sources. The first source is background or ambient growth in the existing traffic volumes, which reflects the effects of overall regional growth both in and outside the study area. The second source is traffic generated by specific projects located within, or in the vicinity of, the study area. These factors are described below.

##### **Areawide Traffic Growth**

The traffic in the vicinity of the study area was estimated to increase based on growth comparisons of the Southern California Association of Governments (SCAG) model for the project area from 1997 to 2025. With the assumed completion year of 2034, the existing 2004 traffic volumes were adjusted upward by 20% to reflect this areawide regional growth for the next 30 years. The resulting Existing Plus Ambient Growth traffic volumes are illustrated in Figure 5.

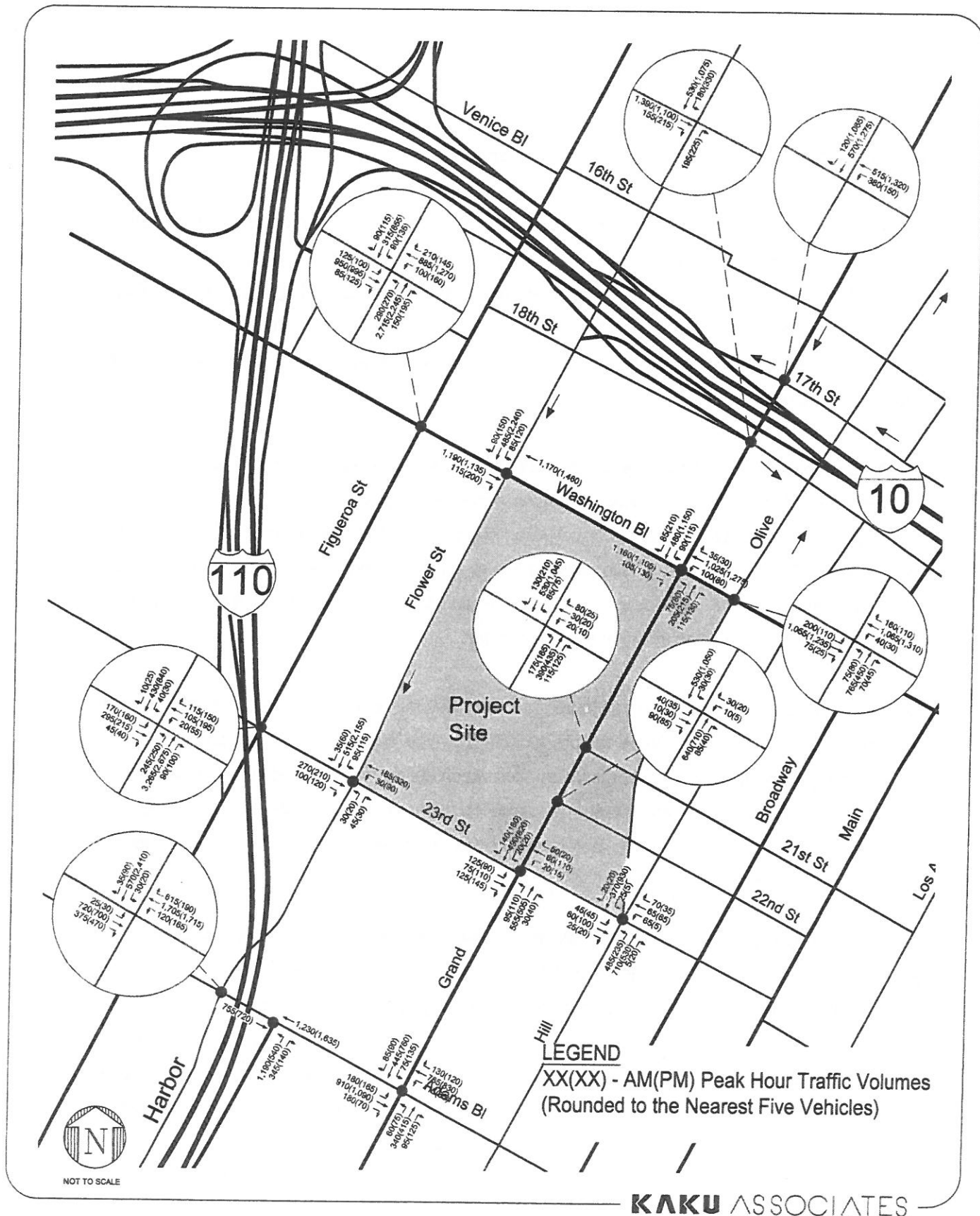


FIGURE 5  
 2004 EXISTING PLUS AMBIENT PEAK HOUR TRAFFIC VOLUMES



### **Cumulative Project Traffic Generation and Assignment**

The second major source of traffic growth in the study area is expected from other future development projects in the area. These "cumulative projects" are those planned developments expected to be completed within the same timeframe as the proposed LATTC master plan. Data describing cumulative projects in the area was obtained from LADOT. Twenty-two cumulative projects were identified within the study area and are summarized in Table 5. Their locations are illustrated in Figure 6.

**Trip Generation.** Trip generation estimates for each of the cumulative projects were obtained from the LADOT database. These estimates were developed using trip generation rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation, 7<sup>th</sup> Edition*. As summarized in Table 5, the cumulative projects are expected to generate approximately 173,109 daily trips, of which 11,428 vehicles per hour (vph) would occur during the morning peak hour and 17,113 vph would occur during the afternoon peak hour.

**Trip Distribution.** The geographic distribution of the traffic generated by the cumulative projects depends on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed developments are drawn, and the location of the projects in relation to the surrounding street system. Using the factors mentioned, the distribution patterns were developed and used for the cumulative projects.

**Traffic Assignment.** The trip generation estimates were assigned to the local street system using the trip distribution patterns described above. These volumes, which were then added to the existing traffic volumes after the adjustment for areawide growth shown in Figure 5 to represent Cumulative Base conditions (i.e., future conditions without the proposed project), are illustrated in Figure 7. Cumulative Base conditions assumes that 21<sup>st</sup> Street would become a "T" intersection with the elimination of the west leg of the intersection. The east leg would still be stop-controlled. In addition, the LATTC main entrance to the campus would be provided via the intersection of Grand Avenue and 22<sup>nd</sup> Street.

**TABLE 5  
RELATED PROJECT TRIP GENERATION ESTIMATES**

Project Name/Description	Location	Cross Street	Land Use	Size	Daily Trips	AM Peak Hour		PM Peak Hour	
						In	Out	In	Out
1 Yee Yuan Laundry	2575 Normandie Av	Normandie Av & Adams Blvd	Laundromat	n/a	345	n/a	n/a	9	13
2 California Center Bank	2222 W. Olympic Bl	Olympic Blvd & Alvarado St	Bank	12.8 ksf	33	29	22	25	50
3 Car Wash & Retail Center	955 S Alvarado St	Alvarado St & Olympic Blvd	Car Wash/Retail	7.1 ksf	1,232	n/a	n/a	29	39
4 Hollytron Retail Store	2580 Olympic Bl	Olympic Blvd & Hoover St	Retail	23.5 ksf	901	15	9	40	43
5 Alameda District Plan		Alameda St & Los Angeles St	Office Hotel Apartment Retail Museum	8,200.0 ksf 750.0 room 300.0 du 250.0 ksf 70.0 ksf	46,661	3,334	651	1,381	3,577
6 Staples Entertainment District	Figuros St & 11th St	Figuros St & 11st St	Hotel Cinema Theater Restaurant Retail Office Apartment	1,800 room 3,600 seats 1,000 seats 345.0 ksf 498.0 ksf 165.0 ksf 800 du	16,056 n/a n/a 31,033 19,138 1,950 5,304	699 n/a 140 254 245 204	507 n/a 139 162 33 204	626 267 1,731 853 2,584 1,812 264 164	1,278 504 20 20 83 219 496
7 Metropolis	8th St & Francisco St	8th St & Francisco St	Hotel Office Retail	600 room 1,600.0 ksf 223.0 ksf	5,352 11,160 11,416	233 1,495 157	169 204 101	209 1,699 512	217 1,555 1,066
8 LA Center Studios Expansion	5th St & Bixel St	5th St & Bixel St	Sound Stage	249.3 ksf	1,072	45	5	18	89
9 Bar and Restaurant	400 Main St	Main St & 4th St	Restaurant/Bar	5.3 ksf	522	3	2	51	25
10 Mixed Use - Residential/Commercial	1207 W 3rd St	3rd St & Boylston St	Residential/Commercial	50.0 ksf	4,222	102	66	160	174
11 Dance Hall	740 S. Broadway	Broadway & 7th St	Dance Hall	12.5 ksf	937	n/a	n/a	28	38
12 Condominium	108 W. 2nd St	2nd St & Spring St	Condominium	146 du	856	10	54	52	27
13 Fast Food w/ Drive Thru	4405 S. Avalon Bl	Avalon Bl & Vernon Av	Fast Food	2.5 ksf	1,241	64	61	44	40
14 Office & Specialty Retail	1630 W. Olympic Bl	Olympic Bl & Union Av	Office/Retail	12.6 ksf	351	7	1	12	15
15 LA Mart	1933 Broadway	Broadway & Washington Bl	Retail	250.0 ksf	1,794	99	64	114	124
16 Commercial & Residential Development	616 Saint Paul St	Saint Paul St & Wilshire Bl	Retail Apartment	10.0 ksf 146 du	1,551 968	25 37	16 37	66 61	71 30
17 Manufacturing Facility	2015 S. Long Beach Av	Long Beach Av & 20th St	Manufacturing	4.96 acre	2,519	62	53	127	101
18 Orthopaedic Magnet High School	Grand Av/Adams Bl	Grand Av & Adams Bl	High School	1,054 students	1,040	185	34	44	157
19 Quality Restaurant & Nightclub	605 W. Olympic Bl	Olympic Bl & Hope St	Restaurant	7.1 ksf	1,887	88	37	n/a	n/a
20 Medical Center/Clinic	1530 S. Olive St	Olive St & Venice Bl	Medical Center	31.7 ksf	630	n/a	n/a	36	17
21 High School	Maple St & Washington		High School	3,077 students	1,143	62	15	31	85
22 Middle School	35th & Grand		Middle School	2,129 students	3,528	597	256	n/a	n/a
<b>TOTAL TRIP GENERATION</b>					<b>173,109</b>	<b>8,109</b>	<b>2,849</b>	<b>11,428</b>	<b>9,992</b>
								<b>7,121</b>	<b>17,113</b>

**TABLE 6**  
**LOS ANGELES TRADE TECH**  
**TRIP GENERATION ESTIMATES**

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Community College	15,000 students		881	335	1,216	1,131	584	1,715
Community College	21,300 students		1,217	462	1,679	1,705	852	2,557
Five-Year Master Plan Net New Trips			336	127	463	574	268	842
Thirty-Year Master Plan Net New Trips (over Five-Year Master Plan)			0	0	0	0	0	0

### **Project Traffic Distribution**

The geographic distribution of the traffic generated by the proposed project depends on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and students are drawn, and the location of the project in relation to the surrounding street system. The specific distribution pattern for this project was developed based on LATTC provided zip code data of existing student attendance for the college. This is illustrated in Figure 8.

### **Project Traffic Assignment**

The traffic expected to be generated by the proposed project was assigned to the street network using the distribution pattern described in Figure 8. While the Cumulative Base Conditions would provide additional campus access for LATTC-related traffic via Grand Avenue and 22<sup>nd</sup> Street, the proposed Thirty-Year Master Plan would provide additional vehicular access to existing and new parking structures via Flower Street, 23<sup>rd</sup> Street, Grand Avenue, and Olive Avenue. It would also involve the complete closure of the east leg of the intersection of Grand Avenue and 22<sup>nd</sup> Street. Project traffic assignment, therefore, was adjusted to reflect the new travel routes that LATTC-related traffic would take to access the campus after the completion of the Thirty-Year Master Plan project. Figure 9 illustrates the assignment of this traffic for the 15 intersections analyzed in this study. Figure 9 reflects the difference (net volumes) between the rerouted 2034 project traffic and the 2005 project traffic.

## **CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS**

The project-generated net traffic volumes from Figure 9 were added to the Cumulative Base traffic volumes illustrated in Figure 7 to develop Cumulative Plus Project peak hour traffic volumes as illustrated in Figure 10. Certain study intersections would experience decreases while other study

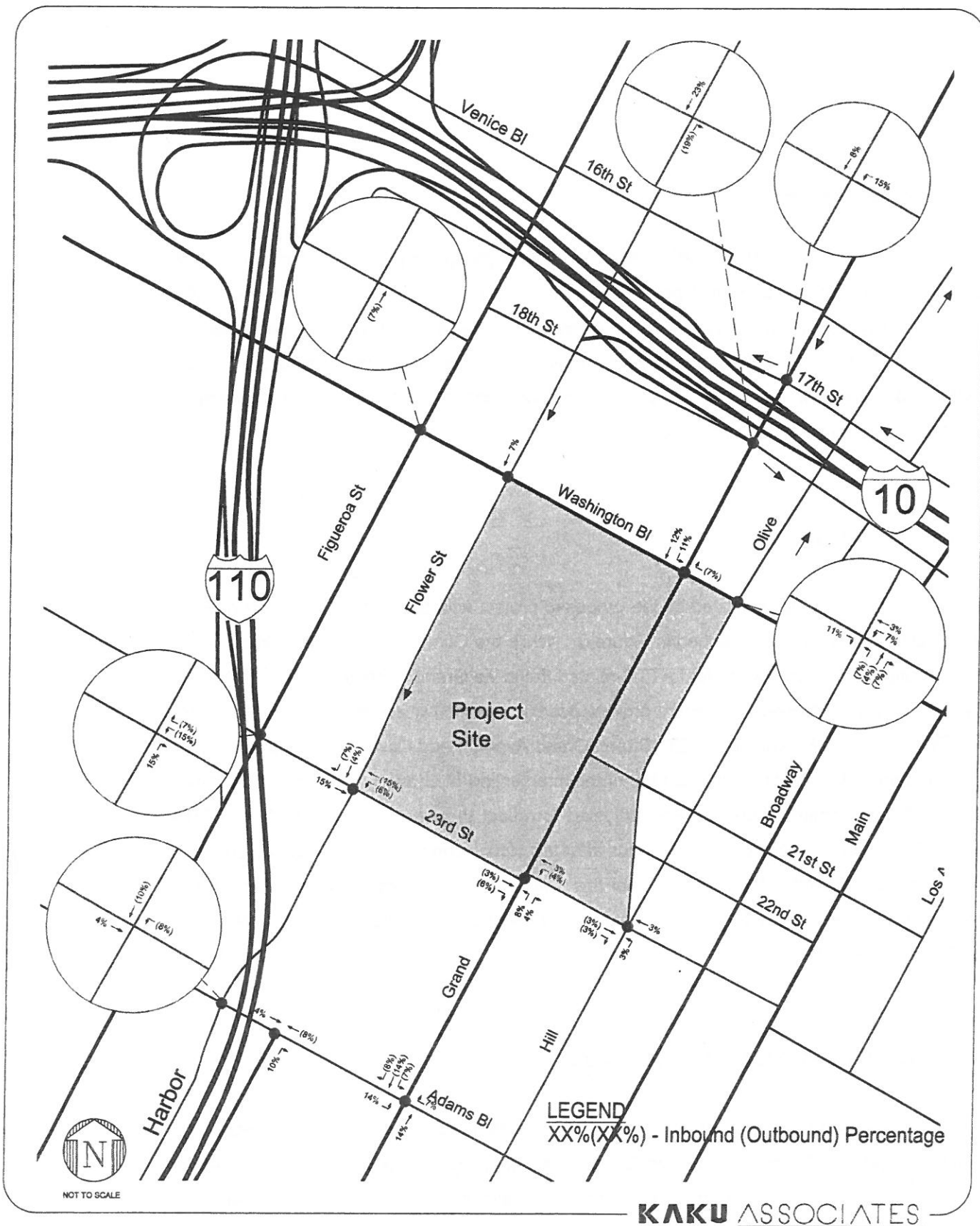
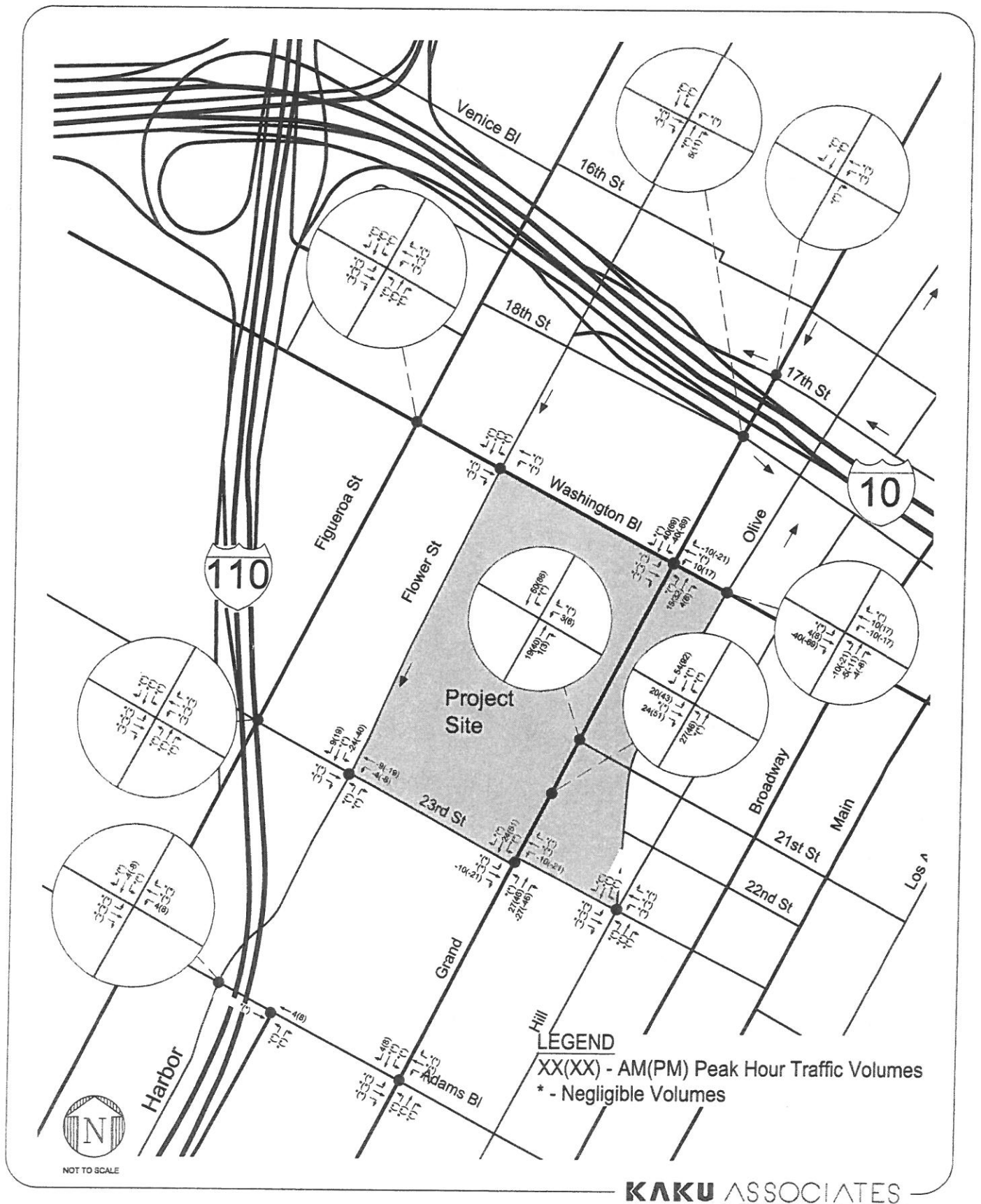


FIGURE 8  
TRIP DISTRIBUTIONS



**FIGURE 9**  
**2034 NET PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES**



intersections would experience increases in the cumulative plus project traffic volumes due to the rerouted LATTC-related traffic.

#### IV. FUTURE YEAR TRAFFIC IMPACT ANALYSIS

The traffic impact analysis compares the projected levels of service at each study intersection under the Cumulative Base and Cumulative Plus Project conditions to estimate the incremental increase in the V/C ratio caused by the proposed project. This provides the information needed to assess the potential impact of the project using significance criteria established by LADOT.

##### SIGNIFICANT TRAFFIC IMPACT CRITERIA

The City of Los Angeles Department of Transportation has established threshold criteria used to determine if a project has a significant traffic impact at an intersection. Under the LADOT standard, a project impact would be considered significant if the following conditions are met:

<u>Intersection Condition With Project Traffic</u>		<u>Project-Related Increase in V/C Ratio</u>
<u>LOS</u>	<u>V/C Ratio</u>	
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	> 0.900	equal to or greater than 0.010

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the V/C ratio is less than 0.040. However, if the intersection is operating at a LOS F after the addition of project traffic and the incremental change in the V/C ratio is 0.010 or greater, the project would be considered to have a significant impact.

## **CUMULATIVE BASE TRAFFIC CONDITIONS**

The Year 2034 Cumulative Base peak hour traffic volumes were analyzed to determine the projected V/C ratio and level of service for the analyzed intersections. Table 7 summarizes the future levels of service. As indicated in Table 7, seven of the 15 study intersections are projected to operate at an acceptable level of service (LOS D or better) during both peak hours. The other eight intersections are projected to operate at unacceptable level of service (LOS E or F) during one of both of the peak hours.

## **CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS**

The resulting Cumulative Plus Project peak hour traffic volumes, illustrated in Figure 10, were analyzed to determine the projected future operating conditions with the addition of the proposed project traffic. The results of the Cumulative Plus Project analysis, which are presented in Table 7, indicate that seven of the 15 analyzed intersections are expected to operate at LOS D or better during both peak hours. The other eight intersections are expected to operate at LOS E or F during one or both of the peak hours.

## **PROJECT IMPACTS**

Using LADOT's criteria for determining the significance of the project traffic impacts, the proposed project was determined to have significant impacts at the intersection of Grand Avenue and Washington Boulevard.

**TABLE 7  
YEAR 2034 FUTURE CONDITIONS  
PEAK HOUR LEVELS OF SERVICE**

Intersection	Saturday Peak Hour	Year 2034 Cumulative Base		Year 2034 Cumulative Plus Project			
		V/C or delay	LOS	V/C or delay	LOS	Increase in V/C	Significant Impact
1. Grand Av & 10 WB Ramps/ 17th St	AM	0.421	A	0.421	A	0.000	NO
	PM	1.254	F	1.254	F	0.000	NO
2. Grand Av & 10 EB Ramps/ 18th St	AM	0.658	B	0.660	B	0.002	NO
	PM	0.910	E	0.910	E	0.000	NO
3. Figueroa St & Washington Bl	AM	0.980	E	0.980	E	0.000	NO
	PM	1.057	F	1.057	F	0.000	NO
4. Flower St & Washington Bl	AM	0.467	A	0.467	A	0.000	NO
	PM	0.867	D	0.867	D	0.000	NO
5. Grand Av & Washington Bl	AM	0.948	E	0.940	E	-0.008	NO
	PM	1.240	F	1.277	F	0.037	YES
6. Olive St & Washington Bl	AM	0.755	C	0.755	C	0.000	NO
	PM	0.696	B	0.693	B	-0.003	NO
7. Grand Av & [1] 21st St	AM	29.3 sec		37.2 sec			
	PM	[2]		[2]			
	AM	0.529	A	0.607	B	0.078	NO
	PM	0.703	C	0.735	C	0.032	NO
8. Grand Av & [1] 22nd St	AM	[2]		[2]			
	PM	[2]		[2]			
	AM	0.616	B	0.607	B	-0.009	NO
	PM	0.843	D	0.827	D	-0.016	NO
9. Figueroa St & 23rd St	AM	0.893	D	0.893	D	0.000	NO
	PM	0.934	E	0.934	E	0.000	NO
10. Flower St & 23rd St	AM	0.402	A	0.402	A	0.000	NO
	PM	0.782	C	0.781	C	-0.001	NO
11. Grand Av & 23rd St	AM	0.820	D	0.806	D	-0.014	NO
	PM	1.039	F	1.027	F	-0.012	NO
12. Olive St / Hill St & 23rd St	AM	0.814	D	0.814	D	0.000	NO
	PM	0.655	B	0.655	B	0	NO
13. Flower St & Adams Bl	AM	0.568	A	0.567	A	-0.001	NO
	PM	0.879	D	0.883	D	0.004	NO
14. 110 NB Off-Ramp & Adams Bl	AM	0.981	E	0.982	E	0.001	NO
	PM	0.760	C	0.763	C	0.003	NO
15. Grand Av & Adams Bl	AM	0.784	C	0.785	C	0.001	NO
	PM	1.022	F	1.025	F	0.003	NO

**Note:**

- [1] Intersection is controlled by stop signs. The top row shows 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 row shows analysis using the CMA methodology, for the purpose of application of City of Los Angeles significance criteria. V/C ratio is reported.
- [2] Overflow condition indicated oversaturated conditions for long periods. Average vehicle delay cannot be calculated.

## **V. MITIGATION MEASURES**

The traffic impact analysis in the previous chapter determined that the Los Angeles Trade Tech Master Plan would generate significant traffic impacts at one of the 15 intersections analyzed in this study under Cumulative Plus Project conditions. Potential measures to mitigate these impacts are identified and evaluated in this chapter.

### **DESCRIPTION OF MITIGATION MEASURES**

Although all potential measures were considered while developing project mitigation measures, the analysis concentrated on those measures that could use the following criteria: improvements within the existing roadway section, improvements to the existing signal operations, and improvements requiring right-of-way acquisition. No physical or operational mitigation measure was feasible for the location of Grand Avenue and Washington Boulevard.

## **VI. REGIONAL/CMP ANALYSIS**

This section presents the Congestion Management Program (CMP) transportation impact analysis. This analysis was conducted in accordance with the procedures outlined in the *Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, July 2004). The CMP requires that when a traffic impact report is prepared for a project, traffic 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 CMP guidelines for determining the study area of the analysis for CMP arterial monitoring intersections and for freeway monitoring locations are as follows:

- All CMP arterial monitoring intersections where the proposed project will 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 will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The nearest CMP arterial monitoring intersection to the project site is the intersection of Alameda Street and Washington Boulevard. Based on the incremental project trip generation estimates presented in Chapter III, the proposed project is not expected to add 50 or more new trips per hour to this location. Therefore, no further analysis of this CMP monitoring intersection is required.

The nearest mainline freeway monitoring locations to the project site are the Santa Monica Freeway at Budlong Avenue and the Harbor Freeway at Slauson Avenue. Based on the incremental project trip generation estimates, the proposed project will not add 150 or more new trips per hour to these locations in either direction. Therefore, no further analysis of CMP freeway monitoring stations is required.



Freeway analyses using CMP guidelines however, were still performed at the Santa Monica Freeway north of the project site and at the Harbor Freeway west of the project site to determine the level of traffic added by the proposed project at nearby freeway segments. Per CMP guidelines, a project would generate regional freeway impacts if the projected level of service is LOS F and the increase in demand to capacity (D/C) ratio caused by the project traffic is equal to or more than 0.02.

Based on the traffic assignment developed in this study, about 65 morning project trips (47 northbound and 18 southbound) and about 105 afternoon project trips (71 northbound and 34 southbound) would be using the Harbor Freeway west of the project site. Approximately 70 morning project trips (20 eastbound and 50 westbound) and about 125 afternoon project trips (35 eastbound and 90 westbound) would be on the Santa Monica Freeway north of the project site. Based on the four-lane freeway capacity, the freeway segments near the campus were estimated to have a capacity of 8,000 vph in each direction. Using the CMP criteria based on the increase in D/C ratio caused by the project traffic on the Santa Monica and Harbor Freeways, the proposed project would have a negligible impact on the freeway system as shown in Table 8.

TABLE 8  
FREEWAY IMPACT ANALYSIS

FREEWAY SEGMENT	DIRECTION	PEAK HOUR	PROJECT ONLY TRAFFIC	FREEWAY CAPACITY	PROJECT INCREASE IN DEMAND/CAPACITY (D/C)	SIGNIFICANT PROJECT IMPACT
I-10 Santa Monica Freeway	EB	AM	20	8,000	0.003	NO
		PM	35	8,000	0.004	NO
	WB	AM	50	8,000	0.006	NO
		PM	90	8,000	0.011	NO
I-110 Harbor Freeway	NB	AM	47	8,000	0.006	NO
		PM	71	8,000	0.009	NO
	SB	AM	18	8,000	0.002	NO
		PM	34	8,000	0.004	NO

Note:

Freeway capacity is assumed at 4 lanes with 2,000 vehicles per hour capacity per lane.

## **VII. PROJECT PARKING**

This chapter presents an analysis of the parking plan proposed for the LATTC master plan. The analysis is based upon the current use of parking and other community colleges that have similar characteristics as LATTC.

### **PROJECT PARKING PLAN**

The parking analysis includes an assessment of proposed parking compared to other community colleges in the Los Angeles area. Parking needs of LATTC was determined using current data of the campus and data of other campuses.

#### **Existing Parking Supply**

Currently, LATTC provides 1,690 parking spaces within and around the campus. Table 9 shows the breakdown of each lot available for LATTC use. About 840 spaces are surface parking within the LATTC campus. Approximately 550 spaces are off-site, which are located under the I-10 Freeway between Flower Street and Grand Avenue (500 spaces) and at Grand Olympic Auditorium (50 spaces for overflow only). Metered parking along 21<sup>st</sup>, Hope, and 22<sup>nd</sup> Streets provides 50 spaces for LATTC use. In addition, approximately 250 metered parking spaces are available on-street within two blocks of the LATTC campus. Based on the parking spaces available for LATTC use (1,690 spaces) and the current enrollment of 15,000 students, the current parking ratio is about 0.113 spaces per student.

**TABLE 9**  
**LATTC ESTIMATED EXISTING PARKING INVENTORY**

Parking Area	Access	Estimated Spaces Available
Lot A	17th Street	497
Grand Olympic Auditorium Lot	Grand Avenue	50
Lot B	Hope Street	92 [a]
Lot J	23rd Street	52
Lot L		12
Lot M	Olive Street	47
Motorcycle & Catering Truck Area	21st Street	40
Lot P	Grand Avenue	156
Roof Lot (Top of F Bldg)	21st Street	393
Street Parking on "Horseshoe"	Grand/21st/22nd	50 [a]
PTA Building Lot		50 [a]
On-street Metered Parking	1 block from campus	251
<b>TOTAL LATTC PARKING SPACES AVAILABLE</b>		<b>1,690</b>

Notes:

[a] Planned to be eliminated as part of the Five-Year Master Plan parking supply.

### **Proposed Parking Supply**

An increase of 1,100 parking spaces would be provided during the completion of the Five-Year Master Plan by the addition of 700 spaces in a subterranean garage on campus below the track and field and 400 more spaces on the east side of Grand Avenue in a six-level parking structure. The Thirty-Year Master Plan would eliminate the rest of the on-campus parking spaces and add the following: a 500 spaces six-level parking structure on the southwest quad of campus, a 300 spaces six-level parking structure on the northwest quad of campus, a 600 spaces six-level parking structure on the southeast side of Olive Avenue and 23<sup>rd</sup> Street, and an additional 400 spaces to the east side six-level parking structure of Grand Avenue. The additional 1,800 parking spaces proposed for the Thirty-Year Master Plan would provide a total of approximately 3,750 parking spaces for the LATTC campus use. Table 10 shows the Thirty-Year Master Plan parking supply inventory. The Thirty-Year Master Plan would provide a parking ratio of 0.176 spaces per student based on the 21,300-student enrollment projection as compared to the 0.122 parking ratio projected for the Five-Year Master Plan.

### **Parking Ratio and Trip Rate Comparisons**

Kaku Associates had collected empirical parking ratio data from community colleges within the Los Angeles area. Los Angeles Southwest College has a parking ratio of 0.141 spaces per student while Pierce College has a parking ratio of 0.182 spaces per student. Based on empirical data, LATTC's parking supply equals 80% of Southwest College's parking supply and 62% of Pierce College's supply. Due to the heavy transit presence (i.e., Metro Blue Line and MTA buses) adjacent to the campus, as illustrated in Chapter II, transit use is expected to be at a higher level than typical suburban community colleges. Thus, parking demand at LATTC is expected to be less than Southwest or Pierce College.

In addition, trip rate comparisons were also made between empirical data and the ITE trip generation. The actual (empirical) trip rates being generated by LATTC is only 67% of the ITE-generated trip calculations. The presence of transit service adjacent to LATTC is assumed to

**TABLE 10**  
**LATTC ESTIMATED THIRTY-YEAR MASTER PLAN PARKING SUPPLY**

Parking Area	Access	Estimated Spaces Available
Lot A	17th Street	497
Grand Olympic Auditorium Lot	Grand Avenue	50
Grand Ave/Flower St Subterranean Garage	Grand Avenue/Flower Street	700
Olive Street 6-Level Parking Garage	Olive Street	800
Lot L		12
Olive St/23rd St 6-Level Parking Garage	Olive Street/23rd Street	600
Motorcycle & Catering Truck Area	21st Street	40
Flower Street 6-Level Parking Garage (North Quad)	Flower Street	300
Flower Street 6-Level Parking Garage (South Quad)	Flower Street	500
On-street Metered Parking	1 block from campus	251
<b>TOTAL LATTC PARKING SPACES AVAILABLE</b>		<b>3,750</b>



be the reason for the lower vehicle trips. Therefore, lower trip generation would result in lower parking demand at LATTC. Table 11 summarizes the comparisons of parking supply ratio between campuses and trip rates between ITE and empirical data.

Using the current LATTC parking ratio, LATTC would require 2,410 parking spaces after the completion of the project. As shown in Table 12, future LATTC parking supply was compared to the parking ratios obtained from similar community colleges. As mentioned above, LATTC's trip rates and parking supply ratio are approximately 67% of a typical suburban community college such as Pierce College. Assuming LATTC is 67% of the Pierce College parking ratio, LATTC would need 0.122 spaces per student. LATTC is planning to provide 3,750 parking spaces, which results in a parking ratio of 0.176 spaces per student. Therefore, the LATTC parking supply of 3,750 parking spaces is projected to be adequate to meet the expected demand.

**TABLE 11**  
**PARKING SUPPLY AND TRAFFIC GENERATION COMPARISON**

<b>LATTC DATA</b>		
L.A. Trade Tech Existing Student Enrollment 15,000	L.A. Trade Tech Existing Parking Supply 1,690	L.A. Trade Tech Parking Ratio Based on Student Enrollment 0.113 spaces/student
<b>PARKING SUPPLY COMPARISONS</b>		
LATTC Parking Ratio  0.113 spaces/student	L.A. Southwest College Parking Ratio Based on Student Enrollment 0.141 spaces/student	Pierce College Parking Ratio Based on Student Enrollment 0.182 spaces/student
L.A. Trade % of Pkg Supply Compared to Demand Based on empirical data of other colleges	80%	62%
<b>TRAFFIC GENERATION COMPARISONS</b>		
Existing LATTC PM Peak Hour Trip Rate Based on Counts 0.114 trips per student	Typical Community College PM Peak Hour Trip Rate Based on ITE 0.170 trips per student	% of actual trips compared to ITE generated trip calcs 67%

**TABLE 12**  
**LATTC ESTIMATED FUTURE PARKING SUPPLY**

<b>LATTC Parking Required</b>	<b>SW College</b>	<b>Pierce College</b>
<b>Based on Current Parking Ratio</b>	<b>Parking Supply Ratio</b>	<b>Parking Supply Ratio</b>
21,300 students		
<u>X 0.113 space/student</u>	0.141 space/student	0.182 space/student
2,410 spaces		
		0.182 sp/student
		<u>x 67% of suburban college</u>
		0.122 sp/student
<b>LATTC Proposed Parking Supply</b>		
<b>3,750 spaces</b>		
<b>0.176 spaces/student</b>		

## VIII. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts of the proposed Los Angeles Trade Tech Master Plan on the local street system. The following summarizes the results of this analysis:

- The proposed project is a 30-Year Master Plan for the LATTC campus that would include new building constructions, renovations and additions to existing buildings such as the Learning Resource Center, new landscape and open space construction, and other modifications to the campus. The student enrollment is anticipated to increase from 15,000 to 21,300 students for the Five-Year Master Plan. The student enrollment would not increase for the Thirty-Year Master Plan, however, the LATTC-related traffic would be rerouted due to the additional access points to the campus and parking garages.
- 15 intersections were analyzed within the study area for this project. With the exception of the intersection of Grand Avenue and 21<sup>st</sup> Street, all of the intersections currently operate at LOS D or better during both peak hours.
- Analysis of projected Year 2034 Cumulative Base conditions, representing future conditions without the proposed project, indicates that seven of the 15 analyzed intersections would continue to operate at LOS D or better during both peak hours.
- Analysis of projected Cumulative Plus Project conditions indicates that, using the City of Los Angeles criteria for determining significance of impact, the proposed project would have significant impacts at the intersection of Grand Avenue and Washington Boulevard.
- No physical or operational mitigation measures are feasible to mitigate the project impacts to a level of insignificance for the impacted intersection of Grand Avenue and Washington Boulevard.
- Analyses conducted to satisfy the Los Angeles County Congestion Management Program (CMP) determined that the project would have negligible effects at CMP arterial and CMP freeway monitoring locations.
- Approximately 1,690 parking spaces are currently available for LATTC use. Based on the 15,000-student enrollment, LATTC has a parking ratio of 0.113 spaces per student. In comparison with other suburban community colleges in the Los Angeles area, the LATTC parking supply ratio is only 67% of other community colleges with considerably less transit service, such as Pierce College.

- The proposed parking supply for LATTC, 3,750 parking spaces, is estimated to be sufficient to serve LATTC students and staff. An increase in the parking supply ratio from 0.113 spaces per student to 0.176 spaces per student would result from the future parking plan.

## REFERENCES

*2004 Congestion Management Program for Los Angeles County*, Los Angeles County Transportation Authority, July 2004.

*Traffic and Parking Study for Los Angeles Trade Technical College*, Kaku Associates, Inc., March 31, 2003.

*Trip Generation, 7<sup>th</sup> Edition*, Institute of Transportation Engineers, 2003.





# **Appendix F**



## Form A

## Notice of Completion &amp; Environmental Document Transmittal

SCH # 2004121007

Mail to: State Clearinghouse, PO Box 3044, Sacramento, CA 95812-3044 916/445-0613

Project Title: Los Angeles Trade Technical College 30 Year Vision Master PlanLead Agency: Los Angeles Community College District/LATTCContact Person: Mary Ann Breckell, VP AdministrationMailing Address: 400 W. Washington Blvd., Bldg A, Room A-108Phone: (213) 763-7040City: Los AngelesZip: 90015-4181County: Los Angeles

## Project Location:

County: Los AngelesCity/Nearest Community: City of Los AngelesCross Streets: Washington Blvd., and Grand AvenueZip Code: 90015Total Acres: 32.2

Assessor's Parcel No. \_\_\_\_\_

Section: \_\_\_\_\_

Twp. \_\_\_\_\_

Range: \_\_\_\_\_ Base: \_\_\_\_\_

Within 2 Miles: State Hwy #: 10, 110

Waterways: \_\_\_\_\_

Airports: \_\_\_\_\_

Railways: \_\_\_\_\_

Schools: LATTC Campus, LAUSD

## Document Type:

## CEQA:

☐ NOP☐ Early Cons☐ Neg Dec☒ Draft EIR☐ Supplement/Subsequent EIR

(Prior SCH No.) \_\_\_\_\_

☐ Other \_\_\_\_\_

## NEPA:

☐ NOI☐ EA☐ Draft EIS☐ FONSI

## Other:

☐ Joint Document☐ Final Document☐ Other \_\_\_\_\_

## Local Action Type:

☐ General Plan Update☐ General Plan Amendment☐ General Plan Element☐ Community Plan☐ Specific Plan☒ Master Plan☐ Planned Unit Development☐ Site Plan☐ Rezone☐ Prezone☐ Use Permit☐ Land Division (Subdivision, etc.)☐ Annexation☐ Redevelopment☐ Coastal Permit☐ Other \_\_\_\_\_

## Development Type:

☐ Residential: Units \_\_\_\_\_ Acres \_\_\_\_\_☐ Office: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_☐ Commercial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_☐ Industrial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_☒ Educational Existing Campus Redevelopment/Expansion☐ Recreational \_\_\_\_\_☐ Water Facilities: Type \_\_\_\_\_ MGD \_\_\_\_\_☐ Transportation: Type \_\_\_\_\_☐ Mining: Mineral \_\_\_\_\_☐ Power: Type \_\_\_\_\_ Watts \_\_\_\_\_☐ Waste Treatment: Type \_\_\_\_\_☐ Hazardous Waste: Type \_\_\_\_\_☐ Other: \_\_\_\_\_

## Funding (approx.):

Federal \$ \_\_\_\_\_

State \$ 138 million

Total \$ \_\_\_\_\_

## Project Issues Discussed in Document:

☒ Aesthetic/Visual☐ Agricultural Land☒ Air Quality☐ Archeological/Historical☐ Coastal Zone☒ Drainage/Absorption☐ Economic/Jobs☐ Fiscal☐ Flood Plain/Flooding☐ Forest Land/Fire Hazard☒ Geologic/Seismic☐ Minerals☒ Noise☐ Population/Housing Balance☒ Public Services/Facilities☐ Recreation/Parks☐ Schools/Universities☐ Septic Systems☐ Sewer Capacity☐ Soil Erosion/Compaction/Grading☐ Solid Waste☒ Toxic/Hazardous☒ Traffic/Circulation☐ Vegetation☒ Water Quality☐ Water Supply/Groundwater☐ Wetland/Riparian☐ Wildlife☒ Growth Inducing☒ Landuse☒ Cumulative Effects☐ Other \_\_\_\_\_

## Present Land Use/Zoning/General Plan Designation:

R4 (Multi-Family Residential), C2 (Commercial) and M1 (Industrial)

## Project Description:

The 30-Year Master Plan includes implementation of the long-term development plans for the Los Angeles Trade-Technical College Campus. The project will involve the acquisition of 3.46 acres and will include the construction of 1.3 million sf of new instructional and office space on a 23-acre Campus. The projected future student enrollment will be 21,300, the same as projected for the 5-year Campus Plan.

# Reviewing Agencies Checklist

Form A, continued

## KEY

**S** = Document sent by lead agency

**X** = Document sent by SCH

✓ = Suggested distribution

### Resources Agency

- ☐ Boating & Waterways
- ☐ Coastal Commission
- ☐ Coastal Conservancy
- ☐ Colorado River Board
- ☐ Conservation
- ☐ Fish & Game
- ☐ Forestry & Fire Protection
- ☐ Office of Historic Preservation
- ☐ Parks & Recreation
- ☐ Reclamation Board
- ☐ S.F. Bay Conservation & Development Commission
- ☐ Water Resources (DWR)

### Business, Transportation & Housing

- ☐ Aeronautics
- ☐ California Highway Patrol
- ✓ ☐ CALTRANS District # 7
- ☐ Department of Transportation Planning (headquarters)
- ☐ Housing & Community Development

### Food & Agriculture

### Health & Welfare

- ☐ Health Services

### State & Consumer Services

- ☐ General Services
- ☐ OLA (Schools)

### Environmental Protection Agency

- ☐ Air Resources Board
- ☐ California Waste Management Board
- ☐ SWRCB: Clean Water Grants
- ☐ SWRCB: Delta Unit
- ☐ SWRCB: Water Quality
- ☐ SWRCB: Water Rights
- ✓ ☐ Regional WQCB # 4 ( Los Angeles )

### Youth & Adult Corrections

- ☐ Corrections

### Independent Commissions & Offices

- ☐ Energy Commission
- ☐ Native American Heritage Commission
- ☐ Public Utilities Commission
- ☐ Santa Monica Mountains Conservancy
- ☐ State Lands Commission
- ☐ Tahoe Regional Planning Agency

☐ Other \_\_\_\_\_

### Public Review Period (to be filled in by lead agency)

Starting Date March 21, 2005

Ending Date May 5, 2005

Signature \_\_\_\_\_

Date March 17, 2004

### Lead Agency (Complete if applicable):

Consulting Firm: Christopher A. Joseph & Associates  
Address: 11849 W. Olympic Blvd., suite 101  
City/State/Zip: Los Angeles, CA 90064  
Contact: Shane E. Parker, Principal  
Phone: ( 310 ) 473-1600 ext. 20

### Applicant: LACCD/LATTC

Address: 400 W. Washington Blvd., Bldg. A, Room A-108  
City/State/Zip: Los Angeles, CA 90015-4181  
Phone: ( 213 ) (213) 763-7040 Mary Ann Breckell, VP

### For SCH Use Only:

Date Received at SCH \_\_\_\_\_

Date Review Starts \_\_\_\_\_

Date to Agencies \_\_\_\_\_

Date to SCH \_\_\_\_\_

Clearance Date \_\_\_\_\_

Notes:



**TO:** Public Agencies, Organizations, and Interested Parties

**RE:** Announcement of Public Hearing and Availability of the Draft Environmental Impact Report for the Los Angeles Trade-Technical College Thirty-Year Master Plan Project.

**DATE:** March 18, 2005

This announcement gives notice that the Los Angeles Community College District (District) and the Los Angeles Trade-Technical College (LATTC) will be conducting two public meetings for the Draft Environmental Impact Report (EIR) for the LATTC Thirty-Year Master Plan Project. The purpose of these meetings is to receive comments on the Draft EIR, which will be available for review at the locations specified below. A brief presentation on the Thirty-Year Master Plan Project will be provided followed by an overview of the CEQA process and the findings of the environmental analyses. The public meetings are hereby scheduled as follows:

**Dates:** Thursday, March 24, 2005 and Thursday April 21, 2005

**Time:** 6:00 p.m. to 7:30 p.m.

**Location:** Los Angeles Trade-Technical College, Learning Resource Center (LRC Bldg.), Room 107.

In addition, this announcement hereby gives official notice of the completion and availability of the Draft EIR for the LATTC Thirty-Year Master Plan Project. The Draft EIR will be made available for public review at the following locations during the required 45-day public review period:

Office of Dr. Daniel Castro, President  
Los Angeles Trade-Technical College  
400 West Washington Blvd., Bldg. A, Room A-110  
Los Angeles, California 90015

Los Angeles Trade-Technical College  
Campus Library (Building L)  
400 West Washington Blvd., Bldg. L  
Los Angeles, California 90015

Office of Mary Ann Breckell, Vice President  
Los Angeles Trade-Technical College  
400 West Washington Blvd., Bldg. A, Room A-108  
Los Angeles, California 90015

Los Angeles Central Library  
630 W. Fifth Street  
Los Angeles, California 90071

The Draft EIR will also be made available to review on the internet at [www.lattc.edu](http://www.lattc.edu). The public review period will begin on March 21, 2005 and will end on May 5, 2005. Written comments on the Draft EIR should be submitted to the following address no later than 5:00 p.m. on May 5, 2005:

Mary Ann Breckell, Vice President, Administration  
Los Angeles Trade-Technical Community College  
400 W. Washington Blvd., Building A, Room A-108  
Los Angeles CA 90015-4181





**PROJECT LOCATION:** The Project is located at 400 W. Washington Boulevard in the Southeast Los Angeles Community Planning area of the City of Los Angeles. The Campus currently occupies approximately 28.6 acres generally bounded by Flower Street to the west, Washington Boulevard to the north, Grand Avenue to the east, and 23<sup>rd</sup> Street to the south and includes the southern portion (2.3 acres) of the city block bounded by Washington Boulevard, Grand Avenue, Olive Street and 21<sup>st</sup> Street. The Proposed Project includes an additional 3.5-acres of property located east of the main campus, bounded by Grand Avenue to the west, 21<sup>st</sup> Street to the north, Olive Street to the east, and 23<sup>rd</sup> Street to the south, including the vacation of the 22<sup>nd</sup> Street right-of-way between Grand Avenue and Olive Street. When completed, the Thirty-Year Master Plan will occupy approximately 32.2 acres.

**PROJECT DESCRIPTION:** The purpose of the Proposed Project is to fulfill and implement the long-term development plans for the College building upon the organizational and structural improvements that will be implemented as part of the Five-Year Campus Plan 2002. The existing enrollment at the LATTC Campus is 12,088 students. The enrollment projection for the buildout of the Thirty-Year Master Plan does not exceed the total student enrollment projection of 21,300, as previously identified in the Five-Year Campus Plan. The Proposed Project includes the acquisition and integration of 3.46 acres east of Grand Avenue between 21<sup>st</sup> and 23<sup>rd</sup> Streets into the overall campus plan. The acquisition of these properties would allow for an organization of the campus into four basic functional components: 1) Liberal Arts and Sciences on the north campus; 2) Physical Education and Recreation on the south campus; 3) Vocational Department and Programs along both sides of Grand Avenue; and 4) Campus Services distributed along Grand and the 21<sup>st</sup> Street alignment. A major step toward fulfillment of the Thirty-Year Vision is the relocation of the vocational programs located in the existing "F" building to the site east of Grand Avenue between 21<sup>st</sup> and 23<sup>rd</sup> Streets. The Thirty-Year Vision Master Plan proposes 1.3 million square feet of instructional and office space beyond that which is provided in the 5-Year Campus Plan. The vehicular circulation and parking strategy of the Five-Year Plan is expanded and strengthened in the 30-Year Vision with the establishment of three additional parking structures planned such that they can be staged in tandem with the construction of expanded instructional/office facilities thus maintaining a functioning ratio of parking to building gross floor areas.

**POTENTIAL ENVIRONMENTAL EFFECTS:** The Draft EIR has evaluated the probable environmental effects of the Proposed Project with respect to air quality, aesthetics, land use consistency, geotechnical hazards/seismicity, hazardous materials/risk of upset, hydrology/water quality, noise, traffic/circulation/parking, construction effects, and cumulative and growth inducing effects. Potentially significant unavoidable impacts are expected as a result of air quality emissions (during construction and operation), and traffic (at the intersection of Grand Avenue and Washington Boulevard).

  
(Signature)

March 18, 2004

Date

Shane E. Parker  
Christopher A. Joseph & Associates  
(310) 473-1600 ext. 20

\*for Mary Ann Breckell, Vice President LATTC

ERK: C. Estrada DATE: 3-21-05  
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CERTIFICATION - OTHER		
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I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to-wit:

April, 11

all in the year 20 05

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

19 day of April, 20 05

This space is for the County Clerk's filing Stamp

Proof of publication:

**NOTIFICACION DE FINALIZACION Y DISPONIBILIDAD  
DEL BORRADOR DE REPORTE DE IMPACTO AMBIENTAL (EIR)  
PARA EL PLAN MAESTRO DE TREINTA AÑOS DE LATTTC**

Esta notificación es para informar al público que el Distrito de Colegios Comunitarios de Los Angeles ha preparado un Borrador de Reporte de Impacto Ambiental (DEIR) para el Plan Maestro de Treinta Años de Los Angeles Trade Technical College (LATTTC). El propósito del Plan Maestro de Treinta Años es cumplir e implementar los planes de desarrollo a largo plazo de LATTTC, sobre la base de las mejoras organizativas y estructurales que se implementarán como parte del Plan 2002 de Cinco Años del Campus. Un componente principal del proyecto es la adquisición e integración de 3.46 acres al este de la Avenida Grand, entre las calles 21 y 23, al plan general del campus. En total, se proveerán cerca de 1.3 millones de pies cuadrados de espacio para la educación y oficinas, adicionales a lo provisto en el Plan de Cinco Años, incluyendo tres estructuras más de estacionamiento. El DEIR concluye que el proyecto dará como resultado impactos de poca importancia en las siguientes áreas: estética (impacto visual, luz y reflejo); uso del terreno; ruido; peligros geológico y sísmicos; servicios de emergencia (policía y bomberos); servicios públicos (energía, agua, aguas negras y basura) y estacionamiento. Se identificaron impactos ambientales importantes e inevitables respecto de la calidad del aire (construcción y operación) y tráfico (en la intersección de la Avenida Grand y el bulevar Washington).

El DEIR circulará por un período de revisión de 45 días, del 21 de marzo al 5 de mayo de 2005. Durante este período, se invita a todas las oficinas públicas, personas interesadas y organizaciones a que provean comentarios escritos respecto de lo adecuado y completo del DEIR. Todas las respuestas deberán recibirse no después del 5 de mayo de 2005 en: Mary Ann Breckell, Vice President, Administration, LATTTC, 400 W. Washington Blvd., Building A, Room A-108, Los Angeles CA 90015. El DEIR estará disponible para el público en general en la dirección anotada arriba, en el Edificio LRC Bldg. del campus de LATTTC Campus y en la Biblioteca Pública de Los Angeles. También estará disponible en internet en: <http://www.latttc.edu/latttc/deir30/index.htm>. Se realizará una audiencia pública el jueves 21 de abril de 2005 de 6:00 p.m. a 7:30 p.m. en el campus de LATTTC Campus, Edificio LRC, Salón 107.

D. I. B.

**NOTICE OF COMPLETION  
AND AVAILABILITY TO REVIEW THE DRAFT EIR  
FOR THE LATTC THIRTY-YEAR MASTER PLAN**

This notice is to inform the public that the Los Angeles Community College District (LACCD) has prepared a Draft Environmental Impact Report (DEIR) for the Los Angeles Trade-Technical College (LATTC) Thirty-Year Master Plan. The purpose of the Thirty-Year Master Plan is to fulfill and implement the long-term development plans for LATTC, building upon the organizational and structural improvements that will be implemented as part of the 5-Year Campus Plan 2002. A major component of the Project is the acquisition and integration of 3.46 acres east of Grand Avenue between 21st and 23rd Streets into the overall campus plan. In all, approximately 1.3 million square feet of instructional and office space beyond that which is provided in the 5-Year Campus Plan will be provided, including three additional parking structures. The DEIR concludes that the Project would result in less than significant environmental impacts for the following issue areas: aesthetics (visual impacts, light and glare), land use, noise, geology/seismic hazards, public services (police/fire), public utilities (energy, water, wastewater, solid waste), and parking. Significant and unavoidable environmental impacts were identified with respect to air quality (construction and operation) and traffic (at the intersection of Grand Ave. and Washington Blvd.).

The DEIR will be circulated for a 45-day review period, between March 21 and May 5, 2005. During this period, all public agencies, interested individuals and organizations are encouraged to provide written comments regarding the adequacy and completeness of the DEIR. To be considered in the Final EIR, all responses will need to be received no later than May 5, 2005 at the following address: Mary Ann Breckell, Vice President, Administration, LATTC, 400 W. Washington Blvd., Building A, Room A-108, Los Angeles CA 90015. The DEIR will be made available to the general public at the office listed above, in the LRC Bldg. on the LATTC Campus, and at the Los Angeles Main Public Library. The DEIR is also available on the internet at <http://www.lattc.edu/lattc/deir30/index.htm>

**SUMMONS  
(CITACION JUDICIAL)  
CASE NUMBER (Numero del Caso): 252385-AEW  
S-1500-CV**

**NOTICE TO DEFENDANT:  
(AVISO AL DEMANDADO):**  
LINDA REZAC, THE CAFE N BEIGNET and  
SAMEERAH M. MATEEN, individually and dba CAFE N  
BEIGNET  
Does 1 through 20, inclusive

**YOU ARE BEING SUED BY PLAINTIFF:  
(LO ESTA DEMANDANDO EL DEMANDANTE):**  
XXI\*STR, LLC.

You have **30 CALENDAR DAYS** after this summons and legal papers are served on you to file a written response at this court and have a copy served on the plaintiff. A letter or phone call will not protect you. Your written response must be in proper legal form if you want the court to hear your case.

There may be a court form that you can use for your response. You can find these court forms and more information at the California Courts Online Self-Help Center ([www.courtinfo.ca.gov/selfhelp](http://www.courtinfo.ca.gov/selfhelp)), your county law library, or the courthouse nearest you.

If you cannot pay the filing fee, ask the court clerk for a fee waiver form. If you do not file your response on time, you may lose the case by default, and your wages, money, and property may be taken without further warning from the court.

There are other legal requirements. You may want to call an attorney right away. If you do not know an attorney, you may want to call an attorney referral service. If you cannot afford an attorney, you may be eligible for free legal services from a nonprofit legal services program.

You can locate these nonprofit groups at the California Legal Services Web site ([www.lawhelpcalifornia.org](http://www.lawhelpcalifornia.org)), the California Courts Online Self-Help Center ([www.courtinfo.ca.gov/selfhelp](http://www.courtinfo.ca.gov/selfhelp)), or by contacting your local court or county bar association.

Tiene **30 DIAS DE CALENDARI** despues de que le entreguen esta citacion y papeles legales para presentar una respuesta por escrito en esta corte y hacer que se entregue una copia al demandante. Una carta o una llamada telefonica no lo protegen. Su respuesta por escrito tiene que estar en formato legal correcto si desea que procesen su caso en la corte.

Es posible que haya un formulario que usted pueda usar para su respuesta. Puede encontrar estos formularios de la corte y mas informacion en el Centro de Ayuda de las Cortes de California ([www.courtinfo.ca.gov/selfhelp/espanol/](http://www.courtinfo.ca.gov/selfhelp/espanol/)), en la biblioteca de leyes de su condado o en la corte que le quede mas cerca.

Si no puede pagar la cuota de presentacion, pida al secretario de la corte que le de un formulario de exencion de pago de cuotas. Si no presenta su respuesta a tiempo, puede perder el caso por incumplimiento y la corte le podra quitar su



**Legal  
Notices**

2625-2700

**Bids Wanted 2625**

**REQUEST FOR PROPOSALS  
FOR  
ECONOMIC CONSULTING  
SERVICE**

The Los Angeles County Department of Beaches and Harbors requests proposals from qualified economic consultants to assist in managing real property assets in Marina del Rey and on County-owned or operated beaches. The consulting work requires the consultant to analyze, evaluate and present financial and economic data; to assist in structuring lease extension fees, rent credits, option payments and other financial aspects of new and restructured ground leases; to participate in lease negotiations; to present expert testimony; and to support County staff in presentations to lessees, governing bodies, advisory commissions and planning boards. Those who submit proposals must have a minimum of five years' experience in economic consulting with public and private sector entities engaged in the development, purchase, sale and leasing of commercial real property.

An informational meeting will be held at 9:00 a.m. on Monday, April 4, 2005 in the Chase Park Community Building, 13650 Mindanao Way, Marina del Rey. The deadline for submitting proposals is 5:00 p.m., April 18, 2005.

To request a copy of the Request for Proposals and required forms, either telephone (310) 577-5736, send an e-mail with ECONOMIC CONSULTING SERVICES in the subject line to [haroldh@dbh.ca.la.ca.us](mailto:haroldh@dbh.ca.la.ca.us) or write Department of Beaches and Harbors, Contract Section, 13837 Fiji Way, Marina del Rey, CA 90292.

For further information, call Harold Harris at (310) 577-5736.

CN725220

**Legal Notices 2640**

**LOS ANGELES COUNTY  
COMMITTEE ON  
SCHOOL DISTRICT  
ORGANIZATION**

**NOTICE OF PUBLIC  
HEARING**

Pursuant to Education Code §5019(c), the Los Angeles

**Legal Notices 2640**

**ATTENTION: AIRPORT IT  
SECURITY SYSTEM  
DESIGNERS, DEVELOPERS,  
AND SYSTEM  
INTEGRATORS**

**THE LOS ANGELES  
WORLD AIRPORTS  
ANNOUNCES A  
SECURITY SYSTEM  
DESIGN COMPETITION  
INFORMATIONAL  
MEETING**

The Chief Information Officer of the Los Angeles World Airports (LAWA) invites information technology firms to participate in a design competition for a new airport security system, a.k.a. LAWA Security System (LSS). LAWA will conduct an informational session to interested airport security system designers, developers, and system integrators. This session will outline LAWA's plan for procuring and developing a new security system or LSS request for proposal (RFP) process. The LSS involves LAWA's need to plan, install, upgrade, replace, an/or integrate its primary security and safety-related systems, including but not limited to the following: Closed Circuit Television Surveillance, Access Control, Badging, Police Communications, Emergency Paging, Perimeter Intrusion Detection, and a Security Operations Center.

The meeting will serve to provide the following information to interested parties:

- Purpose
- Overview of the LAWA Information Technology Security Master Plan Program
- Need for a LAWA LSS
- Approach for the procurement of an LSS vendor
- Request for Qualification (RFQ) process
- RFP process

Firms interested in participating in the LSS procurement process will have an opportunity to learn how to qualify to receive the LSS RFP document, identify potential partners, or team members in responding to the RFP, and provide input to LAWA on what information will assist them in responding to the LSS RFP.

LAWA's Executive Director, CIO, Chief of Airport Police, TSA, and others will be on hand to convey the importance of this effort and answer questions on what LAWA hopes to gain from this procurement process.

The LSS informational session is scheduled for **THURSDAY, MARCH 31, 2005, from 1:30 pm to 4:00 pm** at the LAX Marriott Hotel, 5855 W. Century Boulevard, Los Angeles, CA 90045. You must RSVP by logging onto the LAWA website at [www.lawa.org/lax/lssrsvp](http://www.lawa.org/lax/lssrsvp) to register to receive an electronic confirmation for your attendance to the meeting. Each person desiring to attend this informational meeting should register individually. You may also fax us at (310) 417-6119 with your name, title, company name, address, telephone number, and fax number to receive a fax confirmation for your attendance (each attendee must have their own individual confirmation). It is

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Costa Mesa, CA 92626-1698

5123-017-007 Acsc Management Services Inc 3333 Fairview Rd Costa Mesa, CA 92626-1698	5123-017-008 Univ Of So Calif University Park Fns 315 Los Angeles, CA 90089	5123-018-003 St Johns Church 514 W Adams Blvd Los Angeles, CA 90007-2616
5123-018-008 C & D Shammass Realty 3330 S Figueroa St Los Angeles, CA 90007-3795	5123-018-009 St Johns Church 514 W Adams Blvd Los Angeles, CA 90007-2616	5123-018-010 St Johns Church 514 W Adams Blvd Los Angeles, CA 90007-2616
5123-018-014 Boand Enterprises Llc 7444 Florence Ave C Downey, CA 90240-3600	5123-018-015 Boand Enterprises Llc 7444 Florence Ave C Downey, CA 90240-3600	5123-018-018 Kch Holdings Llc 501 Santa Monica Blvd 307 Santa Monica, CA 90401-2415
5123-018-019 Kch Holdings Llc 501 Santa Monica Blvd 307 Santa Monica, CA 90401-2415	5123-018-020 Boand Enterprises Llc 7444 Florence Ave C Downey, CA 90240-3600	5123-018-021 Ashley E Long *B* 28333 Ortega Hwy San Juan Cap, CA 92675-2014
5123-018-022 Boand Enterprises Llc 7444 Florence Ave C Downey, CA 90240-3600	5123-018-023 Forthmann Estate Co 310 N Westlake Blvd 260 Westlake Vlg, CA 91362-7006	5123-018-024 St Johns Church 514 W Adams Blvd Los Angeles, CA 90007-2616
5123-018-026 St Johns Church 514 W Adams Blvd Los Angeles, CA 90007-2616	5123-018-029 Ashley E Long *B* 28333 Ortega Hwy San Juan Cap, CA 92675-2014	5123-018-030 St Johns Church 514 W Adams Blvd Los Angeles, CA 90007-2616
5123-018-031 Kch Holdings Llc 501 Santa Monica Blvd 307 Santa Monica, CA 90401-2415	5124-017-001 Del D Iglesia 1240 E 27Th St Los Angeles, CA 90011-1722	5124-017-002 Washok Corp 1828 Oak St Los Angeles, CA 90015-3369
5124-017-003 Jack S & Jane Cheng PO Box 1283 Walnut, CA 91788-1283	5124-017-004 Washok Corp 1828 Oak St Los Angeles, CA 90015-3369	5124-017-009 Kern I David 162 S Orange Dr Los Angeles, CA 90036-3013
5124-017-013 Nejatollah & Flora Ghodsian 757 W Washington Blvd Los Angeles, CA 90015-4100	5124-017-015 James T & Marilyn Yamaki 725 W Washington Blvd Los Angeles, CA 90015-4113	5124-017-016 Luis A & Rosa Vargas 801 W Washington Blvd Los Angeles, CA 90015-3309
5124-017-900 U S Postal Service 395 Oyster Point Blvd 225 South San Fr, CA 94099	5124-026-001 Sisters Of St Joseph In Calif 11999 Chalon Rd Los Angeles, CA 90049-1500	5124-026-004 Congregation Of The Mission 650 W 23Rd St Los Angeles, CA 90007-2036

5124-026-005 Roman Catholic Archbishop Of 3424 Wilshire Blvd Los Angeles, CA 90010-2241	5124-026-006 Roman Catholic Archbishop Of 3424 Wilshire Blvd Los Angeles, CA 90010-2241	5124-026-008 Congregation Of The Mission 650 W 23Rd St Los Angeles, CA 90007-2036
5124-026-013 Congregation Of The Mission 650 W 23Rd St Los Angeles, CA 90007-2036	5124-026-014 Sisters Of St Joseph In Calif 11999 Chalon Rd Los Angeles, CA 90049-1500	5124-027-015 Eliav & Holly Dinur 1300 N Arlington Heights Rd Itasca, IL 60143
5124-027-016 Congregation Of The Mission 1323 Lincoln Blvd 200 Santa Monica, CA 90401-1738	5124-027-017 Simon S Elhiani 2506 S Figueroa St Los Angeles, CA 90007-2549	5124-028-001 De Paul Center 1105 S Bluff Rd Montebello, CA 90640-6198
5124-028-004 Fredric Frisbie 634 W 23Rd St Los Angeles, CA 90007-2036	5124-028-006 De Paul Center 1105 S Bluff Rd Montebello, CA 90640-6198	5124-028-007 Sisters Of Social Service Of 2303 Figueroa Way Los Angeles, CA 90007-2504
5124-028-008 L A Archdiocese 3424 Wilshire Blvd Los Angeles, CA 90010-2241	5124-028-009 Sisters Of Social Service 2303 Figueroa Way Los Angeles, CA 90007-2504	5124-032-003 Fernando & Carmen Salcedo 200 S Stanley Dr Beverly Hill, CA 90211-3005
5124-032-004 Fernando T Salcedo 200 S Stanley Dr Beverly Hill, CA 90211-3005	5124-032-005 Manantial D Ministerios 2120 Estrella Ave Los Angeles, CA 90007-2042	5124-032-006 Patsy H Carter 657 W 23Rd St Los Angeles, CA 90007-2037
5124-032-007 Patsy H Carter 657 W 23Rd St Los Angeles, CA 90007-2037	5124-032-008 Manantial D Ministerios 2120 Estrella Ave Los Angeles, CA 90007-2042	5124-032-013 Griselda M Benitez 2110 Estrella Ave Los Angeles, CA 90007-2042
5124-032-014 Dorothy V Serrano 6617 Shenandoah Ave Los Angeles, CA 90056-2115	5124-032-018 So Calif Assn Of 7 1535 E Chevy Chase Dr Glendale, CA 91206-4107	5124-032-020 Manantial D Ministerios 2120 Estrella Ave Los Angeles, CA 90007-2042
5124-033-001 California Community Foundat 606 S Olive St 2400 Los Angeles, CA 90014-1632	5124-033-002 Christopher T Walker PO Box 517 Medina, WA 98039-0517	5124-033-003 Ralph Porrata PO Box 3822 Los Angeles, CA 90051-1822
5124-033-004 Jaime Muguertegui 1980 Estrella Ave Los Angeles, CA 90007-1331	5124-033-005 Kenneth E Tomlin 663 W 21st St Los Angeles, CA 90007-2031	5124-033-006 Jose R & Juana Salinas 207 E 25Th St Los Angeles, CA 90011-1403

5124-033-008  
Carlos P & Eulalia Alvarez  
2073 W Acacia Rd  
Palm Springs, CA 92262

5124-033-009  
Luis M & Lidia Orellana  
1958 Bonsallo Ave  
Los Angeles, CA 90007-1329

5124-033-010  
Lucio & Maria Solano  
1962 Bonsallo Ave  
Los Angeles, CA 90007-1329

5124-033-011  
Miguel & Judith Chavez  
1970 Bonsallo Ave  
Los Angeles, CA 90007-1379

5124-033-012  
Mary F Mackey  
4321 N Eagle Pl  
Los Angeles, CA 90041

5124-033-013  
Marta H Lopez  
1437 S Union Ave  
Los Angeles, CA 90015-3205

5124-033-014  
Pamela H Wiley  
6619 S Halm Ave  
Los Angeles, CA 90056-2225

5124-033-015  
Esperanza China  
7616 Brookmill Rd  
Downey, CA 90241-4638

5124-033-016  
Esperanza Community Housing  
2337 S Figueroa St  
Los Angeles, CA 90007-2501

5124-033-017  
Pedro & Irene Garcia  
1975 Estrella Ave  
Los Angeles, CA 90007-1332

5124-033-018  
Victor R & Emma Suarez  
1969 Estrella Ave  
Los Angeles, CA 90007-1332

5124-033-019  
Maria C Jimenez  
1963 Estrella Ave  
Los Angeles, CA 90007-1332

5124-033-020  
Estrella Housing Partners  
4647 Park Mirasol  
Calabasas, CA 91302-1732

5124-033-022  
Lucrecia Soria  
1947 Estrella Ave  
Los Angeles, CA 90007-1332

5124-033-023  
Jose G & Guadalupe Anguiano  
PO Box 582  
Merced, CA 95341-0582

5124-033-024  
Evangeliio T Lorenzo  
PO Box 15568  
Los Angeles, CA 90015-0568

5124-033-025  
Bernard D & Miriam Hoffman  
5431 Costello Ave  
Van Nuys, CA 91401-5740

5124-033-026  
California Community Foundat  
606 S Olive St 2400  
Los Angeles, CA 90014-1632

5124-033-027  
Estrella Housing Partners  
4647 Park Mirasol  
Calabasas, CA 91302-1732

5124-034-002  
Pierce Brothers  
1929 Allen Mo-2920 Pkwy  
Houston, TX 77019

5124-034-003  
Pierce Brothers  
1929 Allen Pkwy 2920  
Houston, TX 77019-2507

5124-034-004  
Pierce Brothers  
1929 Allen Pkwy 2920  
Houston, TX 77019-2507

5124-034-005  
Pierce Brothers  
1929 Allen Pkwy 2920  
Houston, TX 77019-2507

5124-034-006  
Pierce Brothers  
1929 Allen Pkwy 2920  
Houston, TX 77019-2507

5126-001-004  
Southern California Assn Of  
1535 E Chevy Chase Dr  
Glendale, CA 91206-4107

5126-001-005  
Nickolas N Shammass  
714 W Olympic Blvd 800  
Los Angeles, CA 90015-1440

5126-001-008  
Mario Mojarro  
5047 Humphrey Way  
La Crescenta, CA 91214-3020

5126-001-009  
Diane S Shammass  
3530 S Figueroa St  
Los Angeles, CA 90007-4313

5126-001-010  
C & D Shammass Realty  
3330 S Figueroa St  
Los Angeles, CA 90007-3795

5126-001-011  
C & D Shammass Realty  
3330 S Figueroa St  
Los Angeles, CA 90007-3795



5126-001-012  
626 Partners  
9461 Charleville Blvd 599  
Beverly Hill, CA 90212-3017

5126-001-015  
Southern California Assn Of  
1535 E Chevy Chase Dr  
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5126-002-001  
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5126-002-004  
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5126-002-008  
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5126-002-014  
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1801 Georgia St  
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5126-003-015  
Nickolas N Shammass  
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Los Angeles, CA 90007-3795

5126-003-018  
Nickolas N Shammass  
3330 S Figueroa St  
Los Angeles, CA 90007-3795

5126-003-025  
Fes Limited Partnership  
2025 S Figueroa St  
Los Angeles, CA 90007-1340

5126-005-001  
Fairbanks Partners Llc  
1545 Wilshire Blvd 600  
Los Angeles, CA 90017-4507

5126-001-013  
Arpeja California Inc  
1318 E Balboa Blvd  
Newport Beac, CA 92661-1422

5126-001-016  
Shammass Enterprises  
3330 S Figueroa St  
Los Angeles, CA 90007-3795

5126-002-002  
C & D Shammass Realty  
3330 S Figueroa St  
Los Angeles, CA 90007-3795

5126-002-005  
C & D Shammass Realty  
3330 S Figueroa St  
Los Angeles, CA 90007-3795

5126-002-009  
Carole & Diane Shammass  
3330 S Figueroa St  
Los Angeles, CA 90007-3795

5126-003-013  
Dorothy L Miller  
1119 Calle Vista Dr  
Beverly Hill, CA 90210-2507

5126-003-016  
Shammass Enterprises  
3330 S Figueroa St  
Los Angeles, CA 90007-3795

5126-003-019  
Rajpal S Dhillon  
2001 Rimcrest Dr  
Glendale, CA 91207-1045

5126-003-026  
Hankey Investment Company Lp  
4751 Wilshire Blvd 110  
Los Angeles, CA 90010-3838

5126-005-002  
Twenty One Hundred Ltd Ptnshp  
2100 S Figueroa St  
Los Angeles, CA 90007-2134

5126-001-014  
Charlotte E Jewell  
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5126-001-017  
Jack E & Cita Litt  
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Newport Beac, CA 92661-1422

5126-002-003  
C & D Shammass Realty  
3330 S Figueroa St  
Los Angeles, CA 90007-3795

5126-002-007  
C & D Shammass Realty  
3330 S Figueroa St  
Los Angeles, CA 90007-3795

5126-002-013  
C & D Shammass Realty  
3330 S Figueroa St  
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5126-003-014  
Dorothy L Miller  
1119 Calle Vista Dr  
Beverly Hill, CA 90210-2507

5126-003-017  
Calif Tool Co  
1929 S Figueroa St  
Los Angeles, CA 90007-1392

5126-003-024  
R & E Anderson Lp  
2661 Tallant Rd 717  
Santa Barbar, CA 93105-4838

5126-003-028  
Hankey Investment Company Lp  
4751 Wilshire Blvd 110  
Los Angeles, CA 90010-3838

5126-005-003  
Twenty One Hundred Ltd Ptnsh  
2100 S Figueroa St  
Los Angeles, CA 90007-2134

5126-005-004 2315 South Flowr Street Llc 1504 S Flower St Los Angeles, CA 90015-2906	5126-005-005 Angeles O Los 2400 S Flower St Los Angeles, CA 90007-2697	5126-005-006 Angeles O Los 2400 S Flower St Los Angeles, CA 90007-2697
5126-005-007 Angeles O Los 2400 S Flower St Los Angeles, CA 90007-2697	5126-006-004 Daryoush D Dayan 2222 S Figueroa St 300 Los Angeles, CA 90007	5126-006-007 2222 South Figueroa Llc 2222 S Figueroa St 300 Los Angeles, CA 90007-6603
5126-006-013 Daryoush D Dayan 2222 S Figueroa St 300 Los Angeles, CA 90007	5126-006-014 Daryoush D Dayan 2222 S Figueroa St 300 Los Angeles, CA 90007	5126-006-016 2222 South Figueroa Llc 2222 S Figueroa St Los Angeles, CA 90007-6603
5126-006-017 2222 South Figueroa Llc 2222 S Figueroa St 300 Los Angeles, CA 90007-6603	5126-006-018 2222 South Figueroa Llc 2222 S Figueroa St 300 Los Angeles, CA 90007-6603	5126-007-011 Stanley & Anita Hirsh 860 S Los Angeles Street St Los Angeles, CA 90014
5126-007-017 South Flower Llc 1225 Casiano Rd Los Angeles, CA 90049-1613	5126-007-019 Kastner 6945 Happy Canyon Rd Santa Ynez, CA 93460-9766	5126-007-022 Stanley & Anita Hirsh 860 S Los Angeles St 9 Los Angeles, CA 90014-3311
5126-007-027 South Flower Llc 1225 Casiano Rd Los Angeles, CA 90049-1613	5126-007-033 Nickolas & Jeanette Shammas 3330 S Figueroa St Los Angeles, CA 90007-3795	5126-007-035 South Flower Llc 1225 Casiano Rd Los Angeles, CA 90049-1613
5126-008-008 Nickolas N Shammas 714 W Olympic Blvd 800 Los Angeles, CA 90015-1440	5126-008-009 Hideko T Hiram 12871 Bonaparte Ave Los Angeles, CA 90066-6525	5126-008-011 Nickolas N Shammas 714 W Olympic Blvd 800 Los Angeles, CA 90015-1440
5126-008-014 Nickolas N Shammas 714 W Olympic Blvd 800 Los Angeles, CA 90015-1440	5126-008-016 Nickolas N & J Shammas 714 W Olympic Blvd 800 Los Angeles, CA 90015-1440	5126-008-017 Cheryl J Karella 20354 Sun Valley Dr Laguna Beach, CA 92651-1167
5126-009-002 Conrado & Juana Perez 6655 Hemlock Ave Fontana, CA 92336-4102	5126-009-003 Conrado & Juana Perez 6655 Hemlock Ave Fontana, CA 92336-4102	5126-009-004 Conrado & Juana Perez 6655 Hemlock Ave Fontana, CA 92336-4102
5126-009-005 Nickolas N Shammas 714 W Olympic Blvd 800 Los Angeles, CA 90015-1440	5126-009-006 Mauricio E & Carmen Rivera 8148 Encino Ave Northridge, CA 91325-4312	5126-009-012 Carole T Shammas 3330 S Figueroa St Los Angeles, CA 90007-3795

5126-009-013  
N N & J Shammass  
1837 S Flower St  
Los Angeles, CA 90015-3423

5126-009-014  
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5126-009-016  
N N & J Shammass  
PO Box 15213  
Los Angeles, CA 90015-0213

5126-009-018  
Chevron Usa Inc  
PO Box 285  
Houston, TX 77001-0285

5126-009-900  
L A County  
500 W Temple St 754  
Los Angeles, CA 90012-2700

5126-009-901  
L A County  
500 W Temple St 754  
Los Angeles, CA 90012-2700

5126-009-902  
L A County  
500 W Temple St 754  
Los Angeles, CA 90012-2700

5126-009-903  
L A County  
500 W Temple St 754  
Los Angeles, CA 90012-2700

5126-010-005  
Anderson & Swanson Co  
4235 Rousseau Ln  
Palos Verdep, CA 90274-3951

5126-010-006  
Anderson & Swanson Co  
4235 Rousseau Ln  
Palos Verdep, CA 90274-3951

5126-010-007  
Shammass Enterprises  
3330 S Figueroa St  
Los Angeles, CA 90007-3795

5126-010-008  
Faramarz T Yadegar  
8900 Burton Way  
Beverly Hill, CA 90211-1749

5126-011-001  
Irvin Grant \*M\*  
2750 Motor Ave  
Los Angeles, CA 90064-3413

5126-011-002  
Irvin Grant \*M\*  
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5126-011-003  
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5126-011-004  
St Francis Center  
1835 S Hope St  
Los Angeles, CA 90015-4101

5126-011-005  
Sason & Celia Mizrahi  
2148 Prosser Ave  
Los Angeles, CA 90025-5923

5126-011-006  
Anodizing Industries Inc  
1817 S Hope St  
Los Angeles, CA 90015-4101

5126-011-007  
Tasker Metal Products Inc  
PO Box 15291  
Los Angeles, CA 90015-0291

5126-011-008  
Tasker Metal Products Inc  
PO Box 15291  
Los Angeles, CA 90015-0291

5126-011-009  
George & Adele Stern  
1803 S Hope St  
Los Angeles, CA 90015-4101

5126-011-010  
Anodizing Industries Inc Pair  
PO Box 15368  
Los Angeles, CA 90015-0368

5126-011-013  
Sirebrenik Schwarzblatt  
4433 S Alameda St 1  
Los Angeles, CA 90058-2008

5126-011-014  
Sirebrenik Schwarzblatt  
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5126-011-015  
Marvin I May \*M\*  
2230 The Strand  
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5126-011-016  
Tasker Metal Products Inc  
1823 S Hope St  
Los Angeles, CA 90015-4197

5126-011-017  
Tr Goldfarb  
6132 Greenbrier Dr  
Huntington Beach, CA 92648

5126-011-020  
John T Glucksmann  
6793 Shearwater Ln  
Malibu, CA 90265-4143

5126-011-900  
L A Co Metropolitan  
419 W Washington Blvd  
Los Angeles, CA 90015-4107

5126-011-901  
L A Co Metropolitan  
1838 S Flower St  
Los Angeles, CA 90015-3424

5126-012-001  
Jack & Annette Needleman  
819 Santee St  
Los Angeles, CA 90014-2216

5126-012-002  
Jack & Annette Needleman  
819 Santee St  
Los Angeles, CA 90014-2216

5126-012-003  
Jack & Annette Needleman  
819 Santee St  
Los Angeles, CA 90014-2216

5126-012-004  
Jack & Annette Needleman  
819 Santee St  
Los Angeles, CA 90014-2216

5126-012-005  
Jack & Annette Needleman  
819 Santee St  
Los Angeles, CA 90014-2216

5126-012-006  
Jack & Annette Needleman  
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5126-012-007  
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5126-012-009  
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5126-012-010  
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5126-012-011  
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5126-012-012  
Jack & Annette Needleman  
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5126-012-013  
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5126-012-017  
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5126-012-018  
Jack & Annette Needleman  
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5126-014-904  
L A City Community College Di  
2100 S Flower St  
Los Angeles, CA 90007-2082

5126-015-005  
Apffel Edw Co  
2115 S Grand Ave  
Los Angeles, CA 90007-1494

5126-015-006  
Apffel Edw Co  
2115 S Grand Ave  
Los Angeles, CA 90007-1494

5126-015-007  
Apffel Edward Co  
2115 S Grand Ave  
Los Angeles, CA 90007-1494

5126-015-008  
La Comm College District  
849 S Broadway  
Los Angeles, CA 90014-3206

5126-017-014  
L A Orthopaedic Foundation  
2400 S Flower St  
Los Angeles, CA 90007-2697

5126-017-015  
Angeles O Los  
2400 S Flower St  
Los Angeles, CA 90007-2697

5126-018-010  
L A Orthopaedic Foundation  
2400 S Flower St  
Los Angeles, CA 90007-2697

5126-018-011  
Sam M & Dorothy Sumich \*M\*  
6535 Via Siena  
Rancho Palos, CA 90275-6545

5126-018-012  
Hubert & Carinne Chang  
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Hacienda Hei, CA 91745-0340

5126-018-013  
La Unified School Distri \*M\*  
6535 Via Siena  
Rancho Palos, CA 90275-6545

5126-018-014  
Textile Sales Corp  
4900 District Blvd  
Los Angeles, CA 90058-2738

5126-018-018  
Ro K Yu  
2419 S Grand Ave  
Los Angeles, CA 90007-2648

5126-018-019  
Henry & Frieda Mark  
1243 S Bedford Dr  
Los Angeles, CA 90035-1014

5126-018-021  
1031 Reverse Exchange  
522 E 11Th St  
Los Angeles, CA 90015-2309

5126-018-022  
Jae S Baek  
522 E 11Th St  
Los Angeles, CA 90015-2309

5126-018-023  
Christopher M Cockerill  
25755 Maple View Ct  
Excelsior, MN 55331-7976

5126-018-030  
Paul T Dondlinger  
4550 Alta Canyada Rd  
La Canada Fl 91011-2028

5126-018-032  
Angeles O Los  
2400 S Flower St  
Los Angeles, CA 90007-2697

5126-018-033  
Angeles O Los  
2400 S Flower St  
Los Angeles, CA 90007-2697

5126-018-034  
Angeles O Los  
2400 S Hope St  
Los Angeles, CA 90007-2697

5126-018-035  
L A Orthopaedic Foundation  
2400 S Hope St  
Los Angeles, CA 90007-2665

5126-018-036  
Mercedes Bohbot  
418 S Roxbury Dr  
Beverly Hill, CA 90212-4114

5126-019-001  
Jeff Penichet  
2514 S Grand Ave  
Los Angeles, CA 90007-2688

5126-019-002  
Mexicana N Hermandad  
634 S Spring St 819  
Los Angeles, CA 90014-3905

5126-019-003  
Joyce T King  
730 Napoli Dr  
Pacific Pali, CA 90272-4512

5126-019-004  
L & B Real Estate  
PO Box 1380  
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5126-019-005  
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5126-019-006  
Jeff Penichet  
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5126-019-007  
Jeff Penichet  
2514 S Grand Ave  
Los Angeles, CA 90007-2688

5126-019-008  
Jeff Penichet  
2514 S Grand Ave  
Los Angeles, CA 90007-2688

5126-019-009  
Jeff Penichet  
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5126-020-001  
Roen  
3777 S Main St  
Los Angeles, CA 90007-4483

5126-020-002  
Wfs Properties Llc  
601 Seclusion Ln  
Glendale, CA 91207-1015

5126-020-004  
French Craft Leather Goods Co  
234 W 24Th St  
Los Angeles, CA 90007-2695

5126-020-005  
Jean Arslan  
320 S Main St  
Los Angeles, CA 90013

5126-020-006  
Jean Arslan  
320 S Main St  
Los Angeles, CA 90013

5126-020-009  
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5126-020-011  
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4337 Marina City Dr 1135  
Marina Del R, CA 90292-5803

5126-021-001 Partnership & Schwarz Sirebr 4433 S Alameda St 1 Los Angeles, CA 90058-2008	5126-021-002 Partnership & Schwarz Sirebr 4433 S Alameda St 1 Los Angeles, CA 90058-2008	5126-021-003 Partnership & Schwarz Sirebr 4433 S Alameda St 1 Los Angeles, CA 90058-2008
5126-021-004 French Craft Leather Goods Co 234 W 24Th St Los Angeles, CA 90007-2695	5126-021-005 Stanley G & Dorothea Moore 4525 Palos Verdes Dr E Rancho Palos, CA 90275-6346	5126-021-006 Swanney John E Co 3518 Seaglen Dr Rancho Palos, CA 90275-6142
5126-021-007 John E Swanney 3518 Seaglen Dr Rancho Palos, CA 90275-6142	5126-021-010 Swanney John E Co 3518 Seaglen Dr Rancho Palos, CA 90275-6142	5126-021-011 Swanney John E Co 3518 Seaglen Dr Rancho Palos, CA 90275-6142
5126-021-012 Swanney John E Co 3518 Seaglen Dr Rancho Palos, CA 90275-6142	5126-021-013 Swanney John E Co 3518 Seaglen Dr Rancho Palos, CA 90275-6142	5126-021-014 Francisco J Guerrero 232 W 23Rd St Los Angeles, CA 90007-2610
5126-021-015 Henry M & Donna Boorstin 417 16Th St Santa Monica, CA 90402-2233	5126-021-016 Schwarzblatt 4433 S Alameda St 1 Los Angeles, CA 90058-2008	5126-021-017 Partnership & Schwarz Sirebr 4433 S Alameda St 1 Los Angeles, CA 90058-2008
5126-021-018 Robert G Thompson 54 Monument Cir 7 Indianapolis, IN 46204-2942	5126-022-001 Nantiya Darakananda 706 Nachi Way Monterey Par, CA 91754-2544	5126-022-003 Swanney John E Co 3518 Seaglen Dr Rancho Palos, CA 90275-6142
5126-022-004 Swanney John E Co 3518 Seaglen Dr Rancho Palos, CA 90275-6142	5126-022-005 Swanney John E Co 3518 Seaglen Dr Rancho Palos, CA 90275-6142	5126-022-006 S & S Supplies Corp 3300 S Broadway Los Angeles, CA 90007-4113
5126-022-007 Dorothy Meisel 9360 Monte Leon Ln Beverly Hill, CA 90210-2630	5126-022-008 Seung M Paik *M* 230 W 22Nd St Los Angeles, CA 90007-1432	5126-022-009 Frank A & Linda Roide *M* 138 Kingswood Ct Reno, NV 89511-2719
5126-022-010 Swanney John E Co 3578 Seaglen Dr Rancho Palos, CA 90275-6142	5126-022-011 Apffel Edward Co 2115 S Grand Ave Los Angeles, CA 90007-1494	5126-022-012 Nantiya Darakananda 706 Nachi Way Monterey Par, CA 91754-2544
5126-023-005 Robert & Phyllis Bresler 2106 S Olive St Los Angeles, CA 90007-1447	5126-023-006 Esther Munguia 2091 Verde Vista Dr Monterey Par, CA 91754-2136	5126-023-007 Dorothy Meisel 9360 Monte Leon Ln Beverly Hill, CA 90210-2630



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David Jacobs  
1219 Olympic Blvd  
Santa Monica, CA 90404-3721

5126-023-009  
Al & Robina Gordon  
310 Tahiti Way 212  
Marina Del R, CA 90292-6745

5126-023-010  
Security Pacific Natl Bank E  
PO Box 54029  
Los Angeles, CA 90054-0029

5126-023-011  
Edw Apffel Co Inc  
2115 S Grand Ave  
Los Angeles, CA 90007-1494

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Tr Bresler  
735 N Sweetzer Ave  
West Hollywood, CA 90069

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Colonia Investment Company L  
1977 S Los Angeles St  
Los Angeles, CA 90011-1030

5126-024-907  
L A Co Capital Asset Leasing  
500 W Temple St 754  
Los Angeles, CA 90012-2700

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Los Angeles, CA 90012-2700

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Pacific Bell  
177 E Colorado Blvd 938  
Pasadena, CA 91105-1936

5126-025-900  
L A City Community College D:  
1956 S Grand Ave  
Los Angeles, CA 90007-1436

5126-025-901  
L A City Community College D:  
1929 S Olive St  
Los Angeles, CA 90007-1444

5126-025-902  
L A City Community College D  
1926 S Grand Ave  
Los Angeles, CA 90007-1436

5126-025-903  
L A City Community College D:  
1941 S Olive St  
Los Angeles, CA 90007-1444

5126-025-904  
L A City Community College D:  
1944 S Grand Ave  
Los Angeles, CA 90007-1436

5126-025-905  
L A City Community College D  
241 W 21st St  
Los Angeles, CA 90007-1430

5126-025-906  
L A City Community College D:  
2016 S Grand Ave  
Los Angeles, CA 90007-1437

5126-025-908  
L A City Community College D:  
2012 S Grand Ave  
Los Angeles, CA 90007-1437

5126-025-909  
L A City Community College D  
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Los Angeles, CA 90007-1436

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Jean Arslan  
1418 S Main St  
Los Angeles, CA 90015-2502

5126-026-002  
Jean Arslan  
1418 S Main St  
Los Angeles, CA 90015-2502

5126-026-003  
Sheldon & Barbara Gollin  
18244 Coastline Dr  
Malibu, CA 90265-5704

5126-026-004  
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1801 S Olive St  
Los Angeles, CA 90015-3510

5126-026-005  
Crystal Promotions Inc  
422 E Washington Blvd  
Los Angeles, CA 90015-3755

5126-026-007  
Gussie Kohan  
10932 Ivy Ln  
Orange, CA 92869-2104

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A & R Management  
800 W 6Th St 600  
Los Angeles, CA 90017-2709

5126-027-001  
V P & Lois Vaughan  
4916 Wortser Ave  
Sherman Oaks, CA 91423-2137

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Don & Irene Baron  
1415 Maple Ave  
Los Angeles, CA 90015-3191

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V P & Lois Vaughan  
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Sherman Oaks, CA 91423-2137

5126-027-004  
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Los Angeles, CA 90015-3191

5126-027-005  
Mcdonalds Corp  
PO Box 66207  
Chicago, IL 60666-0207

5126-027-007  
Mcdonald S Corporation  
2480 N 1St St 240  
San Jose, CA 95131-1014

5126-028-001  
Steve Lai  
10138 Garvey Ave  
El Monte, CA 91733-2006

5126-028-002  
Ken Lai  
10138 Garvey Ave  
El Monte, CA 91733-2006

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Ken Lai  
10138 Garvey Ave  
El Monte, CA 91733-2006

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El Monte, CA 91733-2006

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Kevin H Stern  
518 N Rexford Dr  
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1614 S 6Th St  
Alhambra, CA 91803-3447

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Genesis 2000 Llc  
4400 Lindblade Dr  
Los Angeles, CA 90066-6241

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2345 Vestal Ave  
Los Angeles, CA 90026-2057

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18801 Ventura Blvd 300  
Tarzana, CA 91356-3362

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La Mart Properties Llc  
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Paramus, NJ 07652

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La Mart Properties Llc  
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Paramus, NJ 07652

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George J Meyerson  
428 Bellagio Ter  
Los Angeles, CA 90049-1707

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Paramus, NJ 07652

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La Mart Properties Llc  
210 Route 4  
Paramus, NJ 07652

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La Mart Properties Llc  
200 World Trade Ctr 470  
Chicago, IL 60654

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2100 Broadway Llc  
9301 Wilshire Blvd 315  
Beverly Hill, CA 90210-6132

5126-032-002  
2100 Broadway Llc  
5126 Wilshire Blvd  
Beverly Hills, CA 90210

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1175 Las Pulgas Pl  
Pacific Pali, CA 90272

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Asher & Shahla Amir  
145 W 22Nd St  
Los Angeles, CA 90007-1405

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Harvey Miller  
1175 Las Pulgas Pl  
Pacific Pali, CA 90272

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Asher & Shala Amir  
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Los Angeles, CA 90007-1405

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2111 S Broadway  
Los Angeles, CA 90007

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Soon J Yin  
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Los Angeles, CA 90007

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L R & Patty Bonin  
32275 Peppertree Bnd  
San Juan Cap, CA 92675-4019

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5126-033-004 Park Myung J& 2200 Maple Ave Los Angeles, CA 90011-1000	5126-033-005 Hugo E & Mary Catalan 2174 E Chevy Chase Dr Glendale, CA 91206-1716	5126-033-007 Sanwa Bk Calif Tr PO Box 54400 Los Angeles, CA 90054-0400
5126-033-008 Park 2200 Maple Ave Los Angeles, CA 90011-1000	5126-033-009 Roland Jones 8451 Leroy St San Gabriel, CA 91775-1721	5126-033-010 Roland Jones 8451 Leroy St San Gabriel, CA 91775-1721
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5126-034-009 Richard & Cecelia Levin 19226 Village 19 Camarillo, CA 93012-7504	5126-034-010 Schwarzblatt 4433 S Alameda St 1 Los Angeles, CA 90058-2008	5126-034-012 Sirebrenik Schwarzblatt 4433 S Alameda St 1 Los Angeles, CA 90058-2008
5126-034-013 George & Joan Wiseman 1114 Schuyler Rd Beverly Hill, CA 90210-2551	5126-034-017 El Financiero International : 2300 S Broadway Los Angeles, CA 90007-2700	5126-034-018 El Financiero International 2300 S Broadway Los Angeles, CA 90007-2700
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Los Angeles, CA 90015-3031

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Double E Llc  
1526 S Broadway  
Los Angeles, CA 90015-3031

5126-035-017  
Double E Llc  
1526 S Broadway  
Los Angeles, CA 90015-3031

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Sang B & Eun Park  
260 Lorraine Blvd  
Los Angeles, CA 90004-3812

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2408 S Broadway  
Los Angeles, CA 90007-2716

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M F P Investments  
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Vernon, CA 90058-1804

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Byung & Dae Park  
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Rch Palos Vrd, CA 90275

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Los Angeles, CA 90007-2728

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United Calif Bk Realty Corp  
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San Francisc, CA 94163-0001

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Pasadena, CA 91105-2114

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Sky Line Development Llc  
2530 S Broadway  
Los Angeles, CA 90007-2728

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10551 Wilshire Blvd 605  
Los Angeles, CA 90024-4570

5126-036-017  
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10551 Wilshire Blvd 605  
Los Angeles, CA 90024-4570

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William T Shimizu  
640 N 20Th St  
Montebello, CA 90640-3136

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William T Shimizu  
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Morton & Annette Wolfson  
4216 Louise Ave  
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M F Building Llc  
434 S Clark Dr  
Beverly Hill, CA 90211-3610

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Bessie T Kudler  
8565 Van Ness Ct 701C  
Huntington B, CA 92646-5640

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Memorial Drive Office Comple  
6035 Memorial Dr  
Dublin, OH 43017-8987

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Memorial Drive Office Comple  
6035 Memorial Dr  
Dublin, OH 43017-8987

5127-025-001  
Sheldon N Goldman  
122 E Washington Blvd  
Los Angeles, CA 90015-3691

5127-025-005  
Bce Properties Inc  
5480 Ferguson Dr  
Los Angeles, CA 90022-5119

5127-025-006  
Bce Properties Inc  
5480 Ferguson Dr  
Los Angeles, CA 90022-5119

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Bce Properties Inc  
5480 Ferguson Dr  
Los Angeles, CA 90022-5119

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Bce Properties Inc  
5480 Ferguson Dr  
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Bce Properties Inc  
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Tmk Properties Co  
2000 S Main St  
Los Angeles, CA 90007-1477

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Jimmy B Howard  
2010 S Main St  
Los Angeles, CA 90007-1491

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Alvin Lew  
1626 S Victoria Ave  
Los Angeles, CA 90019-5928

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Hyo S Lee  
1118 N Central Ave 3  
Glendale, CA 91202-2519

5127-025-014  
Zainy T Benigni  
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West Covina, CA 91790-1855

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Rabin Yadidi  
210 E Olympic Blvd 113  
Los Angeles, CA 90015-1732

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Sheldon N Goldman  
122 E Washington Blvd  
Los Angeles, CA 90015-3691

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Sheldon N Goldman  
122 E Washington Blvd  
Los Angeles, CA 90015-3691

5127-025-018  
Sheldon N Goldman  
122 E Washington Blvd  
Los Angeles, CA 90015-3691

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Sidney T Mantell \*M\*  
197 Avocado Pl  
Camarillo, CA 93010-8370

5127-025-021  
Daniel J & Mary Schwarz  
19803 Linnet St  
Woodland Hil, CA 91364-3622

5127-025-022  
Robert & Kelly Benigni  
1957 S Los Angeles St  
Los Angeles, CA 90011-1094

5127-025-024  
Norman  
904 Wall St 210  
Los Angeles, CA 90015

5127-025-025  
Bce Properties Inc  
5480 Ferguson Dr  
Los Angeles, CA 90022-5119

5127-025-026  
Bce Properties Inc  
5480 Ferguson Dr  
Los Angeles, CA 90022-5119

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William Park  
2100 S Main St  
Los Angeles, CA 90007-1422

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Tsai L & Feng Lin  
2119 S Los Angeles St  
Los Angeles, CA 90011-1034

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Stephen & Barbara Melnyk  
6135 York Blvd  
Los Angeles, CA 90042-3541

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Tsai L & Feng Lin  
375 W Naomi Ave  
Arcadia, CA 91007-6914

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Tsai L & Feng Lin  
375 W Naomi Ave  
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Tzeng W Pu  
4649 Montefino Dr  
Cypress, CA 90630-6809

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Tzeng W Pu  
4649 Montefino Dr  
Cypress, CA 90630-6809

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5127-028-014  
Frank A Milo  
22417 Friar St  
Woodland Hil, CA 91367-1714

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Woodland Hil, CA 91367-1714

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Frank A Milo  
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Irvine, CA 92620-3314

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Tsai L & Feng Lin  
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Arcadia, CA 91007-6914

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Cypress, CA 90630-6809

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Los Angeles, CA 90007-1401

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Louie S & Flora Butler  
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Los Angeles, CA 90011-1401

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Culver City, CA 90230-6289

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Los Angeles, CA 90011-1401

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Jose R & Juana Salinas  
207 E 25Th St  
Los Angeles, CA 90011-1403

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Tucson, AZ 85714-2641

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Lupe E Nava  
8339 Shadyside Ave  
Whittier, CA 90606-2920

5127-034-017  
Juan & Antonia Contreras  
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Los Angeles, CA 90011-1025

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Flora B Butler  
123 E 25Th St  
Los Angeles, CA 90011-1401

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P & R Pristine Inc  
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5127-034-020  
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Los Angeles, CA 90011-1403



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Amanda Arslan  
3520 S Main St  
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5127-037-003  
Tony M Arellano  
2510 S Main St  
Los Angeles, CA 90007-2732

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9454 Wilshire Blvd 206  
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Lorenzo & Maria Barajas  
205 E Adams Blvd  
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Beverly Hill, CA 90212-2903

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Los Angeles, CA 90011-1423

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Pauline H Ong  
141 E Adams Blvd  
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Lorenzo T & Maria Barajas  
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5127-037-012  
Juan & Rosario Izaguirre  
209 E Adams Blvd  
Los Angeles, CA 90011-1425

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Socorro T Saenz  
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Los Angeles, CA 90011-1404

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Rodolfo A & Teresa Flores  
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Alex Garcia  
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Nicolas Carrillo  
130 E 25Th St  
Los Angeles, CA 90011-1402

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Faustino S Perez  
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319 E 12Th St  
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George S & Adele Stern  
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5128-001-017  
Jaime & Celia Ramirez  
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Los Angeles, CA 90011-1413

5128-001-022  
Ignacio & Maria Garcia  
243 E 27Th St  
Los Angeles, CA 90011-1413

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