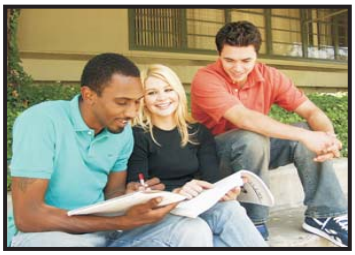
EAST LOS ANGELES COLLEGE
FACILITIES MASTER PLAN UPDATE
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT


Prepared for

THE LOS ANGELES COMMUNITY COLLEGE DISTRICT

Prepared by

TERRY A. HAYES ASSOCIATES LLC

MARCH 2010

TAHA 2009-037

EAST LOS ANGELES COLLEGE FACILITIES MASTER PLAN UPDATE

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

Prepared for

THE LOS ANGELES COMMUNITY COLLEGE DISTRICT
770 Wilshire Boulevard
Los Angeles, CA 90017

Prepared by

TERRY A. HAYES ASSOCIATES LLC
8522 National Boulevard, Suite 102
Culver City, CA 90232

March 4, 2010

TABLE OF CONTENTS

Page

TABLE OF CONTENTS (cont.)

Page

LIST OF FIGURES

TABLE OF CONTENTS (cont.)

Page

LIST OF FIGURES (cont.)

LIST OF TABLES

TABLE OF CONTENTS (cont.)

Page

LIST OF TABLES (cont.)

1.0 INTRODUCTION

The Los Angeles Community College District (LACCD) has prepared a Facilities Master Plan Update (hereafter referred to as the "proposed project") for improvements to East Los Angeles College (ELAC), located in the City of Monterey Park, California. The proposed project includes New Facilities, Proposed Modernizations and Revised Project Elements. The New Facilities consist of the addition of approximately 126,093 net gross square feet (gsf) of new facilities, the demolition of existing buildings not originally proposed for demolition, and the addition of three campus marquees (large lighted signs). The Proposed Modernizations include the retention and modernization of buildings that were proposed to be demolished under the 2004 Facilities Master Plan Update (2004 FMPU). The Revised Project Elements include a reduction in the gsf of the proposed Math and Science Complex, changes to Building F5 (English and Math Lab), including demolition of the existing building and the addition of 32,306 gsf, reintroduction of the proposed athletic fields that were originally proposed in the 1998 Facilities Master Plan (1998 FMP) and eliminated in the 2004 FMPU, located west of the Men's Gymnasium and east of the Women's Gymnasium, a minor reduction in the number of parking spaces proposed for the Northeast Parking Structure, and elimination of the proposed 300-space parking structure that was to be located north of the Swim Stadium.

1.1 PURPOSE OF THIS REPORT

The purpose of an Environmental Impact Report (EIR), as defined in Section 15121 (a) of the State Guidelines for the implementation of the California Environmental Quality Act (CEQA) California Code of Regulations (CCR), Title 14, Division 6, Chapter 3 "Guidelines," is to "inform public agency decision-makers and the public generally of the potential significant environmental effects of a project, identify possible ways to minimize the significant effect and describe reasonable alternatives to the project." This document assesses the potential significant environmental impacts, including unavoidable adverse impacts and cumulative impacts, related to the adoption of the proposed project. Where there is potential for a significant adverse effect, this report identifies mitigation measures that would either eliminate the impact or reduce the effect to a less-than-significant level. This report also identifies those significant effects that may be unavoidable even after the implementation of mitigation or policies.

1.2 AUTHORIZATION AND FOCUS

This Supplemental EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 and the Guidelines for the Implementation of the California Environmental Quality Act (the "State CEQA Guidelines"), as amended to date. This Supplemental EIR contains only the information necessary to make the previously approved Facilities Master Plan Final EIR (Final EIR) adequate for the proposed project, as revised in the 2009 Facilities Master Plan Update (2009 FMPU). This focus meets the requirements for supplemental analysis under Section 15163 of the CEQA Guidelines, which requires that only changes to the 1998 FMP that may result in significant impacts and that were not evaluated and disclosed in the Final EIR be included in this Supplemental EIR. Specifically, this document evaluates the environmental effects of any changes from the 1998 FMP which may result from the implementation of the proposed project.

In certain instances, a proposed project may have possible environmental effects that are individually limited but cumulatively considerable. In accordance with Section 15130 of the CEQA Guidelines, this Supplemental EIR identifies the cumulative effects of the proposed project when combined with other probable future development within the project vicinity. This Supplemental EIR also assesses the potential for the proposed project to result in growth-inducing impacts and irreversible environmental change.

Because this Supplemental EIR is intended to serve as a supplement to the previous EIR, impacts and conditions presented in the previous EIR will serve as the primary base of comparison for analysis. Not all of the environmental topics included in the CEQA Guidelines Initial Study Checklist are addressed in this Supplemental EIR. The topics that are not addressed in this Supplemental EIR are not included because the previous EIR concluded that there were no significant impacts associated with those topics, that the mitigation measures formerly proposed in the Final EIR would be feasible and would mitigate impacts of the proposed project to a less-than-significant level, or for which level of significance is unchanged from that described in the Final EIR.

1.3 LEAD AGENCY

The Los Angeles Community College District (LACCD) is the Lead Agency in accordance with Section 15367 of the CEQA Guidelines, that defines the lead agency as "the public agency that has the principal responsibility for carrying out or approving the project." The project proponent as well as CEQA Lead Agency for the 2009 FMPU is:

Los Angeles Community College District
Larry Eisenberg, Executive Director
Facilities Planning and Development
Los Angeles Community College District
770 Wilshire Boulevard
Los Angeles, CA 90017

1.4 INTENDED USES OF THE EIR

This Supplemental EIR is prepared at the direction and under the supervision of LACCD. As discussed above, LACCD is both the project proponent and also the Lead Agency under CEQA. The intended use of this EIR is to assist the LACCD in making decisions with regards to the approval of the proposed project. This document may also be used by other public agencies as defined by CEQA Guidelines, Section 15381, if any will need to use the Supplemental EIR when considering permits or other approvals for the proposed project. Section 21096 for the CEQA Guidelines defines a "responsible agency" as a public agency, other than the Lead Agency, which has responsibility for carrying out or approving a project.

1.5 PUBLIC REVIEW AND COMMENTS

A Notice of Preparation (NOP) for this EIR was issued on October 21, 2009, by the Lead Agency. Information, data, and observations resulting from these contacts are included where relevant. This Draft Supplemental EIR will be circulated for a 45-day public review period. The public is invited to comment in writing on the information contained in this document. Persons and agencies commenting are encouraged to provide information that they believe is missing from the Draft Supplemental EIR, or to identify where the information can be obtained. All comment letters received will be responded to in writing, and the comment letters, together with the responses to those comments, will be included in the Final Supplemental EIR.

2.0 SUMMARY

This chapter summarizes the key findings of this Supplemental Environmental Impact Report (Supplemental EIR), including the environmental effects, mitigation measures, unavoidable significant impacts, and any areas of environmental controversy concerning the proposed project.

2.1 SUMMARY OF PROJECT DESCRIPTION

The East Los Angeles College (ELAC) has revisited the 2004 Facilities Master Plan Update (2004 FMPU) in order to evaluate how the completion of the new infrastructure, site work, buildings and landscaping has positioned ELAC to provide enhanced educational opportunities. Since the 2004 FMPU, student enrollment has continued to increase and the demands of the students and community continue to change. The ELAC service area has also increased from 77 square miles to include sixteen communities and a coverage area of approximately 100 square miles. Student enrollment[1] reached 20,128 in 2009 and is anticipated to exceed the capacity of 25,000 planned for under the 1998 Facilities Master Plan (1998 FMP) by 2013. Enrollment is expected to reach approximately 27,000 students by 2015. The 2009 Facilities Master Plan Update (2009 FMPU) addresses this increase in students and includes buildings and facilities that continue to provide state-of-the-art learning environments, enhanced infrastructure, aesthetic improvements, improved safety (through building improvements, lighting and adequate convenient parking), and the ability to maintain and/or increase course offerings and programs.

The proposed project is intended to act as a guide for future development of the college. It was designed as a physical interpretation of the established goals, issues and concerns of the college community and Educational Plan. The proposed project includes New Facilities, Proposed Modernizations and Revised Project Elements. The New Facilities consist of the addition of approximately 126,093 net gsf of new facilities and demolition of existing buildings not originally proposed for demolition, and the addition of three campus marquees (large lighted signs). The Proposed Modernizations include the retention and modernization of buildings that were proposed to be demolished under the 2004 FMPU. The Revised Project Elements include a reduction in the gsf of the proposed Math and Science Complex, changes to Building F5 (English and Math Lab), including demolition of the existing building and the addition of 32,306 gsf, reintroduction of the proposed athletic fields that were originally proposed in the 1998 Facilities Master Plan (1998 FMP) and eliminated in the 2004 FMPU, located west of the Men's Gymnasium and east of the Women's Gymnasium, a minor reduction in the number of parking spaces proposed for the Northeast Parking Structure, and elimination of the previously proposed 300-space parking structure that was to be located north of the Swim Stadium.

2.2 SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS

This Supplemental EIR has been prepared to analyze the potential significant environmental impacts associated with the construction and long-term operation of the proposed project, and to identify mitigation measures capable of avoiding or substantially reducing the impacts. To satisfy the requirements of the California Environmental Quality Act (CEQA) and to assist the Los Angeles Community College District (LACCD) and other agencies and interested parties in understanding the findings of the Supplemental EIR, potential impacts of the proposed project have been divided into three categories: unavoidable significant impacts, significant impacts that can be mitigated to less-than-significant levels, and impacts which are less than significant or nonexistent when compared to the environmental impact thresholds identified in this report. The criteria for the determination of a significant impact in each environmental topic area is discussed in the body of this report.

[1]Student enrollment is calculated as *unduplicated headcount*, representing the actual number of students attending the college.

As required by CEQA, mitigation measures are identified in this Supplemental EIR to avoid or substantially reduce the level of all identified significant impacts. However, certain significant environmental impacts cannot be reduced to a level below significance, even with application of the identified mitigation measures. Such impacts are identified in the Supplemental EIR as "unavoidable significant impacts."

This Supplemental EIR determined that the proposed project would have unavoidable significant impacts on the following: Aesthetics (Light and Glare), Air Quality (Construction and Operation), and Noise (Construction). The proposed project would have less-than-significant impacts with mitigation on Transportation and Traffic. The proposed project would have less-than-significant impacts without mitigation on Cultural Resources and Land Use and Planning. This information is presented in **Table 2-1** which provides a brief summary of the impacts in each topic area and lists any required mitigation measures associated with identified significant impacts.

Mitigation measures are numbered sequentially following previously identified mitigation measures prescribed in the Final EIR for the 1998 Facilities Master Plan and the Addendum for the 2004 Facilities Master Plan Update.

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impacts	Mitigation Measures	Significance After Mitigation
AESTHETICS AND LIGHTING		
Light and Glare impacts related to Parking Structure 4.	**L4** The proposed Parking Structure 4 shall include landscaping, such that once trees and shrubs mature, provides for screening along the northern boundary of the parking structure to diffuse glare and spillover light. Screening shall be of such height and density to intercept the line of sight between the light fixtures and adjacent residential properties or; the proposed parking structure shall include solid walls without openings on the north side of the parking structure, to minimize spillover lighting impacts on adjacent residences.	Less-than-Significant Impact
Light and Glare impacts related to the Campus Marquees	**L5** East Los Angeles College shall reduce the duration of spillover lighting on surrounding residential properties by not operating the Campus Marquees between the hours of 10:00 p.m. and 6:00 a.m. of the following day.	Unavoidable Significant Impact
AIR QUALITY		
Air Quality impacts related to construction activities.	**AQ13** Water or a stabilizing agent shall be applied to exposed surfaces at least two times per day to prevent generation of dust plumes. **AQ14** The construction contractor shall utilize at least one or more of the following measures at each vehicle egress from the project site to a paved public road in order to effectively reduce the migration of dust and dirt offsite:: • Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long; • Pave the surface extending at least 100 feet and at least 20 feet wide; • Utilize a wheel shaker/wheel spreading device	Unavoidable Significant Impact Related to Regional and Localized NO_x, and Localized $PM_{2.5}$ and PM_{10}

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impacts	Mitigation Measures	Significance After Mitigation
	consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or • Install a wheel washing system to remove bulk material from tires and vehicle undercarriages. **AQ15** All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions). **AQ16** Construction activity on unpaved surfaces shall be suspended when wind speed exceed 25 miles per hour (such as instantaneous gusts). **AQ17** Heavy-duty equipment operations shall be turned off while idling longer than five minutes. Contractor shall use electric or natural gas powered vehicles/equipment where practical. **AQ18** Ground cover in disturbed areas shall be replaced as quickly as possible. **AQ19** A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to PM_{10} generation. **AQ20** A non-toxic soil stabilizers shall be applied to all inactive construction areas according to manufacturers' specifications (previously graded areas inactive for ten days or more). **AQ21** Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. **AQ22** Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, water sweepers with reclaimed water shall be used. **AQ23** Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications. **AQ24** Contractors shall utilize electricity from the electrical grid rather than temporary diesel or gasoline generators, as feasible. **AQ25** Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site. **AQ26** All diesel powered construction equipment in use shall require control equipment that meets at a minimum Tier III emissions requirements. In the event Tier III equipment is not available, diesel powered construction equipment in use shall require emissions control equipment with a minimum of Tier	

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impacts	Mitigation Measures	Significance After Mitigation
	II diesel standards. **AQ27** The construction contractor shall coordinate with Child Development Center staff to ensure that children present at the Center would be limited to indoor activities during periods when diesel equipment activity is operated at the tennis court, football and soccer field construction site. **AQ28** Architectural coatings shall be purchased from a super-compliant architectural coating manufacturer as identified by the SCAQMD (http://www.aqmd.gov/prdas/brochures/ Super-Compliant_AIM.pdf). **AQ29** Spray equipment with high transfer efficiency, such as the electrostatic spray gun or manual coatings application (e.g., paint brush and hand roller), shall be used to reduce VOC emissions, to the maximum extent feasible.	
Air Quality impacts related to operational emissions.	**AQ30** Staff and students shall be provided with information on public transportation options near East Los Angeles College. **AQ31** Preferred parking shall be established for alternatively-fueled vehicles. **AQ32** Charging stations shall be supplied for electric vehicles. **AQ33** A ride sharing program shall be implemented to increase carpooling opportunities.	Unavoidable Significant Impact Related to Regional NO_x, and Localized $PM_{2.5}$ and PM_{10}
CULTURAL RESOURCES		
No significant impacts related to cultural resources were identified.	No Mitigation Measures Required	No Significant Impact
LAND USE AND PLANNING		
No significant impacts related to land use and planning were identified.	No Mitigation Measures Required	No Significant Impact
NOISE		
Noise impacts related to construction activities.	**N15** All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices. **N16** To the extent feasible, a temporary six-foot solid wall (e.g., wood) shall be erected during construction. The wall shall be placed such that line-of-sight between ground-level construction activity and nearby sensitive receptors would be blocked. **N17** Prior to initiating construction, the construction contractor shall coordinate with the site administrator for the Child Development Center and Robert Hill Lane Elementary School to discuss construction	Unavoidable Significant Impact

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impacts	Mitigation Measures	Significance After Mitigation
	activities that generate high noise levels. Coordination between the site administrator and the construction contractor shall continue on an as-needed basis throughout the construction phase of the project to mitigate potential disruption of classroom activities. **N18** All residential units located within 500 feet of any construction site shall be sent a notice regarding the construction schedule of the proposed project. All notices shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints. **N19** A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator. **N20** The Child Development Center shall prohibit outdoor activity at their outdoor play area when mobile diesel equipment is being actively utilized to construct the tennis courts, football and soccer fields.	
Noise impacts related to the operation of the Central Plant.	**N21** The proposed central plant shall include noise control design features that reduce the total composite noise level generated at the central plant facility to a maximum of 56 dBA at 50 feet. The project applicant shall ensure this noise level is maintained through the periodic monitoring of operational noise levels at the central plant facility. If the operational noise levels would exceed the 56 dBA noise level, mitigation shall be implemented to further reduce noise levels, including, but not limited to the following: • Installing acoustical enclosures around the cooling towers and/or micro-turbines; • Installing low noise fans on the cooling towers; and/or • Installing and intake hoods and exhaust mufflers on the microturbines.	Less-than-Significant Impact
TRANSPORTATION AND TRAFFIC		
Transportation and Traffic impacts related to intersection operation.	**T9** Restripe the existing single lane northbound approach on Ford Boulevard to two lanes. The left lane would become a shared left and through movement and the right lane would be a shared right and through movement. **T10** Install a traffic signal system at the Bleakwood Avenue and Floral Drive intersection.	Less-than-Significant Impact

2.3 AREAS OF CONTROVERSY

No areas of controversy or issues to be resolved by the decision-makers have been identified for this project.

3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

This section presents the description of the 2009 Facilities Master Plan Update (proposed project), the project background, and prior environmental review associated with the proposed project. The project objectives, location, overview of surrounding uses and existing campus setting, and construction phasing are also discussed in this section.

3.2 PROJECT BACKGROUND AND PRIOR ENVIRONMENTAL REVIEW

PROJECT BACKGROUND

The Los Angeles Community College District (LACCD) Board of Trustees certified the Final Environmental Impact Report (Final EIR) for the East Los Angeles College (ELAC) 1998 Facilities Master Plan (1998 FMP) on February 20, 2002. The 1998 FMP consisted of the addition of 433,149 square feet of space to ELAC, including the modernization of three existing campus buildings and the addition of four new parking structures. The 1998 FMP also included plans for air conditioning, infrastructure upgrades, landscaping and security upgrades. Under the 1998 FMP, the service area for ELAC included nine communities covering an area of approximately 77 square miles, and student enrollment was projected to reach 25,000 students by 2015.

PRIOR ENVIRONMENTAL REVIEW

An Addendum to the Final EIR was prepared and approved on December 15, 2004. The 2004 Facilities Master Plan Update (2004 FMPU) consisted primarily of changes to the location of proposed buildings, the addition and removal of facilities not proposed under the 1998 FMP, and revisions to the proposed parking structures. Changes to the total net square footage for the proposed buildings were minimal. The total number of parking spaces proposed under the 1998 FMP was 5,336 spaces (including existing). With the 2004 FMPU, a total of 4,744 parking spaces were proposed. A transportation center/bus terminal (Transit Center) was also proposed. The Transit Center, which included six bus bays was revised on July 26, 2006 to include one additional bus bay.

A Second Addendum to the 1998 FMP and Addendum (Second Addendum) was prepared in January 2008 to evaluate the modernization and expansion of the existing Dr. Helen Miller Bailey Library, an improvement that was not included in the 1998 FMP or the 2004 FMPU. Under the Second Addendum,, the existing library was proposed to be expanded to 57,100 gross square feet (gsf), an increase of 11,700 gsf. In addition, the proposed improvements included the removal of the existing bridge that connects the library building to the Campus Center building and the addition of an elevator to Building F5 to provide access for the disabled to the second level.

Table 3-1 summarizes the status of the projects included in the 1998 FMP and the 2004 FMPU.

TABLE 3-1: SUMMARY OF FACILITIES MASTER PLAN PROJECTS

Project	1998 Facilities Master Plan	2004 Facilities Master Plan Update	Status 2009
Parking Structure 3	1,350-car, four level (one level below ground) parking structure with tennis courts located on the roof and campus police facilities	1,900-car, six level parking structure	Complete
Stadium Lot	2,200-car, three level (one below ground) parking structure with plant facility office and shops	Not Proposed	Not Proposed
Parking Structure 4	1,000-car, five level (one below ground) parking structure	1,600-car, four level parking structure with expanded footprint	DSA Review, revised project description (see Table 3-2)
Eastern Boundary Surface Lot	407-car surface lot	Not Proposed	Not Proposed
Pool Parking Structure	300-car 4 level (one below ground) parking structure	Included	Not Proposed in 2009 Facilities Master Plan Update
Swim Stadium and Fitness Center, D5	Swim Stadium renovation and modernization	Swim Stadium renovation not proposed, Fitness Center modernization to occur at Men's Gymnasium	Fitness Center complete
Weingart Stadium	Increase seating capacity from 20,400 to 30,000, proposed at east and west ends of playing field	Seating capacity revised to 20,000 to accommodate Americans with Disabilities Act (ADA) compliance standards. No new seating proposed	In construction
Student Services (F5) and Administration Building (E1)	Renovation and addition to the Student Services and Administration buildings	Student Services renovation and addition as planned. Administration building renovation and addition as planned	Revised in 2009 Facilities Master Plan Update (see Table 3-2) In construction
Language Arts Building and Health Care Careers Building, G9	Expansion of existing Nursing building into Health Care Careers building, new Language Arts building, existing Facilities buildings to be demolished to accommodate new building	Health Care Careers to be accommodated in the Math Science Complex (see below); Language Arts building not proposed, Existing Plant Facilities to remain with improvements	Health Care Careers accommodated at a satellite location, separate environmental review prepared[1]; Language Arts to be integrated into new Student Success and Retention Center Building (see below); Plant Facilities improvements complete

[1]Terry A. Hayes Associates LLC, *East Los Angeles College Health Career Center, Categorical Exemption,* August 12, 2009.

TABLE 3-1: SUMMARY OF FACILITIES MASTER PLAN PROJECTS

Project	1998 Facilities Master Plan	2004 Facilities Master Plan Update	Status 2009
Performing and Fine Arts Complex and Gallery, S1, S2 and P2	Two new buildings to house the Art, Dance, Theater Arts and Music Departments	Site reconfigured to accommodate three new buildings	In construction
Humanities Center, E3 and E5	New Humanities building, existing Music buildings proposed to be demolished to accommodate new facility	Relocation of Humanities building, existing E3 and E5 buildings proposed to be demolished to accommodate new facility; Music building would remain	Humanities building (Multi-Media Classroom Building) in construction: Buildings E3 and E5 to be demolished upon completion of construction
Math and Science Complex, G5, G6, H5, H6, H7, G8 and H8	Consolidation of math and science facilities, seven building to be demolished to accommodate facility	Health Care Careers building part of plan	Revised in 2009 Facilities Master Plan Update
Baseball Field	Reorientation of baseball field to restore full outfield	Reorientation no longer proposed, new lockers, dugouts and fence are proposed	New lockers, dugouts and fencing project complete; New artificial turf playing surface and miscellaneous improvements in DSA Review
Football and Soccer Fields	One full-sized field (for football or soccer)	Not Proposed	Revised in 2009 Facilities Master Plan Update
Women's Athletic Field	New women's athletic field	Not Proposed	Revised in 2009 Facilities Master Plan Update
Plant Facility	New Plant/Storage facility	No Change	Complete
Technology Center, E7	New Technology Building	No Change	Complete
Women's Gymnasium	Rehabilitation of existing building	No Change	Complete
Student Center, G1	Remodel of existing building	No Change	In Construction
Clock Tower	Not Proposed	70' clock tower	In construction
Transit Center	Not Proposed	Transportation center/bus terminal with six bus bays and a park-and-ride facility	Bid / Award
Dr. Helen Miller Bailey Library, F3 Expansion and Modernization/a/	Not Proposed	Not Proposed	Bid / Award

/a/ Dr. Helen Miller Bailey Library Expansion and Modernization Proposed in Second Addendum.
SOURCE: East Los Angeles College, *2009 East Los Angeles College Facilities Master Plan Update*.

3.3 PROJECT OBJECTIVES

ELAC has revisited the 2004 FMPU and incorporated the current conditions along with identification of future opportunities in order to evaluate how the completion of the new infrastructure, site work, buildings, and landscaping has positioned ELAC to provide enhanced educational opportunities.

The proposed project is intended to act as a guide for future development of the college. It was designed as a physical interpretation of the established goals, issues and concerns of the college community and Educational Plan. In anticipation of further increase in student enrollment, ELAC responded by engaging with participants from the administration, faculty, staff, students, representatives from governmental agencies and the community. The following facility goals were developed from these campus-wide meetings and reflect the participants' primary concerns:

- To have an inviting and enjoyable college campus
- To have a safe and friendly college campus
- To be a community landmark

In response to these findings the administration agreed to expand ELAC facilities to provide an improved learning environment and accommodate the expected increase in its enrollment.

3.4 PROJECT LOCATION

The 82-acre project site is located at 1301 Avenida Cesar Chavez in the City of Monterey Park in Los Angeles County. The campus is approximately 5.5 miles east of Downtown Los Angeles (**Figure 3-1**). Geographically, the campus is nestled at the base of two groups of hills, the Repetto and Montebello Hills, which cross from the northwest to the southeast of the six-mile area surrounding the college. Specifically, the campus is bounded by Avenida Cesar Chavez to the south, Collegian Avenue to the east, Bleakwood Avenue to the west, and Floral Drive to the north.

3.5 EXISTING CAMPUS SETTING

BUILDINGS

ELAC buildings are generally one-and two-story structures. Many of the buildings are more than 40 years old and require maintenance. Many of the buildings on the campus are classified as temporary structures. Overall, the campus is suffering from deferred maintenance, and the majority of the buildings on campus do not meet current codes, such as seismic safety, energy compliance, and the Americans with Disabilities Act (ADA).

The campus academic area, located on the eastern side of the campus, includes the Dr. Helen Miller Bailey Library, classroom buildings, the Ingalls Auditorium, music buildings, the recently constructed Technology Center, the Performing and Fine Arts Center, the Administration building and Student Services Center. Temporary buildings are located within the academic area and are primarily used as classroom space. The Child Development Center is located at the southwest border of the campus on Bleakwood Avenue and Avenida Cesar Chavez.

Athletic and recreational facilities, which include the Swim Stadium, the Women's and Men's Gyms, and the Weingart Stadium, are located on the western and northern-central perimeter of the campus. In addition, the men's baseball field is located on the western side of the campus and is currently being used for surface parking. Also, the recently constructed women's softball field is located on the northern-central perimeter of the campus, along Floral Drive.

The campus police offices are located on the western side of campus within the Weingart Stadium. Two temporary buildings serve as storage for the Plant Facilities.

PARKING

The campus currently provides 3,977 parking spaces in six parking lots, two parking structures, and street parking along Avalanche Way and Avenida Cesar Chavez Frontage Road. The five major parking lots within the campus are:

- Southwest Lot, located to the east of the baseball field and south Weingart Stadium
- Stadium Concourse, located north of Weingart Stadium along Floral Drive
- Stadium Lot, located at the southeast corner of the Bleakwood Avenue/Floral Drive intersection
- Northeast Lot, located at the southwest corner of Floral Drive/Collegian Avenue intersection
- Parking Structure 3, located on Avenida Cesar Chavez, east of the Men's Gymnasium

OVERALL CAMPUS CONDITIONS

Landscaping. Landscaping within the campus consists of overgrown, haphazardly placed, and irregularly shaped trees and shrubs. Minimum landscaping exists along the edge of campus. Within the campus, sidewalks are cracked, with occasional patches of bare dirt.

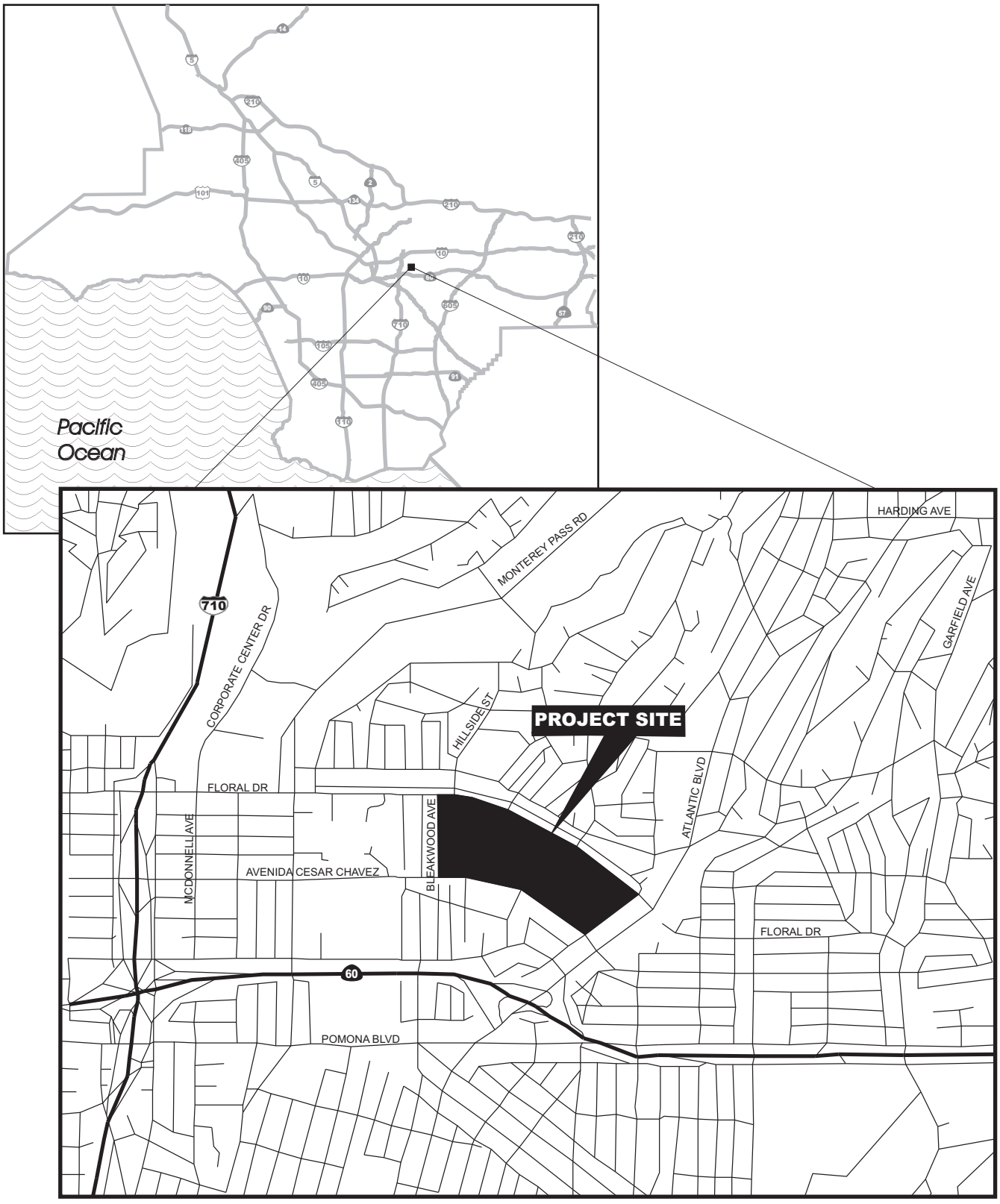
Technology. Upgrades in electrical and data line infrastructure for instructional, security, fire alarm, and energy management systems have been undertaken as part of the 2004 FMPU. The recently completed Academic Products Services Delivery Network Project (ASPDN) provides academic and administrative capabilities to every classroom, faculty office and staff work location.

Safety Requirements. The majority of the buildings on campus do not meet current codes, such as seismic safety, energy compliance, and the Americans with Disabilities Act (ADA).

3.6 PROJECT DESCRIPTION

Since the 2004 FMPU, student enrollment has continued to increase and the demands of the students and community continue to change. The ELAC service area has also increased from 77 square miles to include sixteen communities and a coverage area of approximately 100 square miles (**Figure 3-2**). Student enrollment[2] reached 20,128 in 2009 and is anticipated to exceed the capacity of 25,000 planned for under the 1998 FMP by 2013. Enrollment is projected to reach approximately 27,000 by 2015. The proposed project addresses this increase in students and includes buildings and facilities that provide state-of-the-art learning environments, enhanced infrastructure, aesthetic improvements, improved safety (through building improvements, lighting and adequate convenient parking), and the ability to maintain and/or increase course offerings and programs.

[2]Student enrollment is calculated as *unduplicated headcount*, representing the actual number of students attending the college.



LEGEND:

Project Site

SOURCE: TAHA, 2009

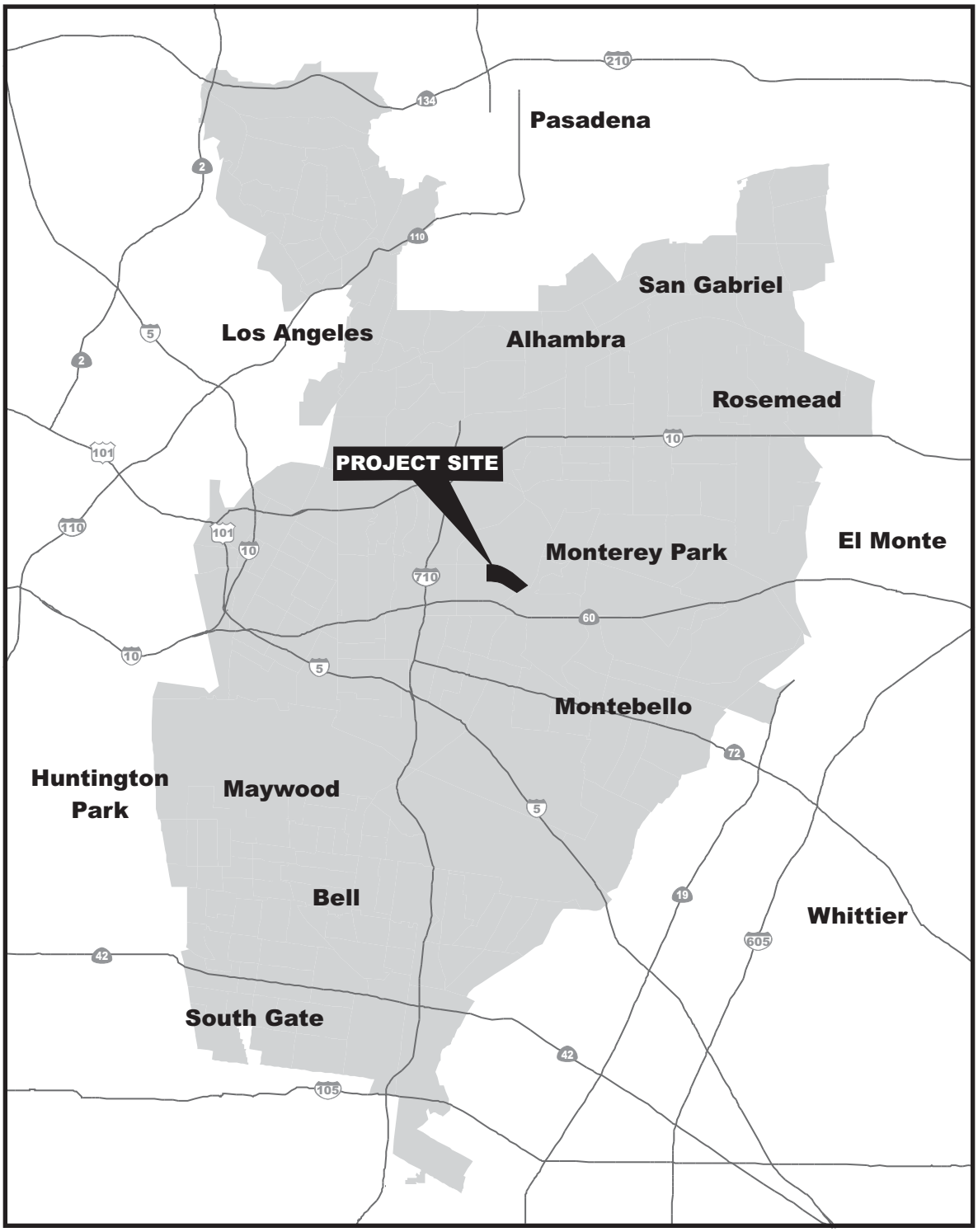
East Los Angeles College Facilities Master Plan Update
Supplemental Environmental Impact Report

taha 2009-037

LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 3-1

REGIONAL LOCATION



LEGEND:

ELAC Service Area

SOURCE: TAHA, 2009

APPROX. SCALE

0 1 2 MILES

N

East Los Angeles College Facilities Master Plan Update
Supplemental Environmental Impact Report

taha 2009-037

LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 3-2

ELAC SERVICE AREA

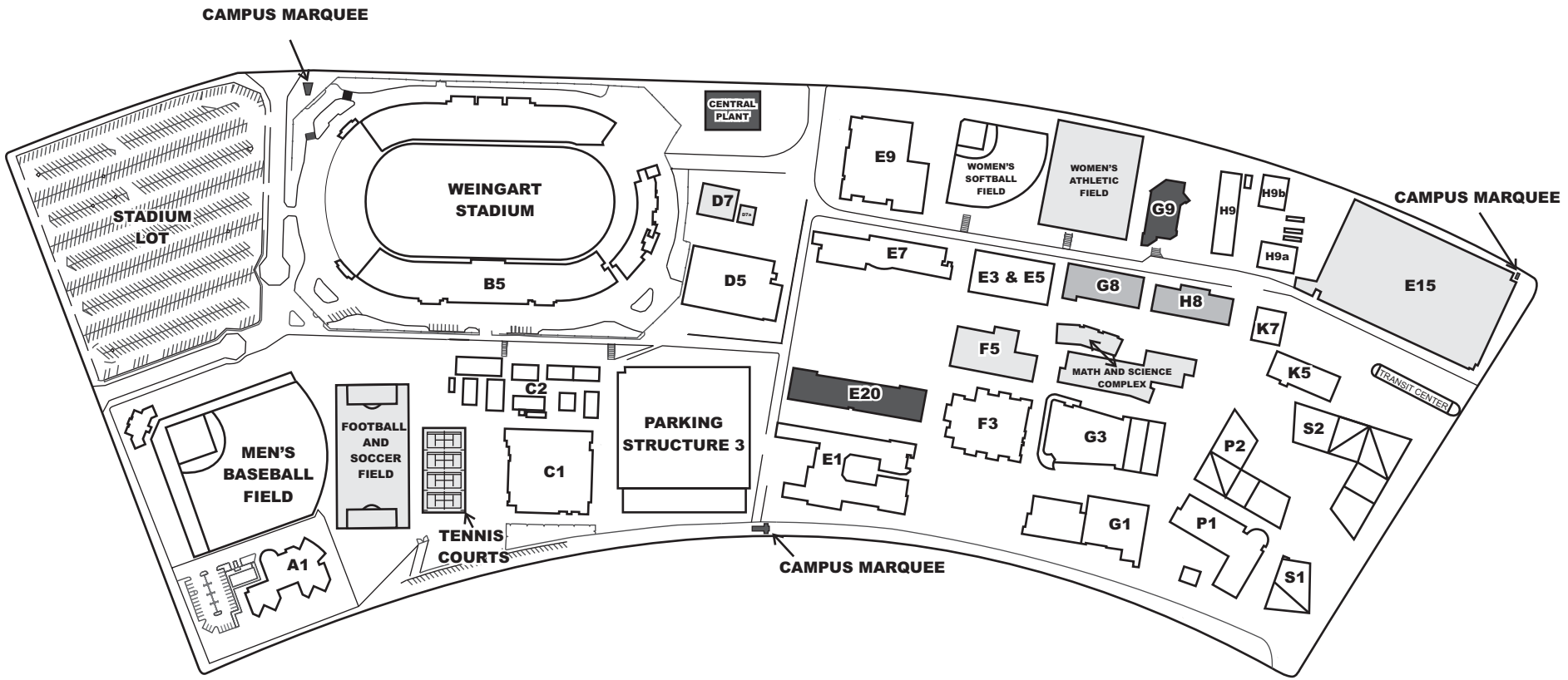
Table 3-2 below outlines the proposed changes to the 1998 FMP and the 2004 FMPU. The revisions are broken into three categories; New Facilities, Proposed Modernizations and Revised Project Elements. The New Facilities consist of the addition of approximately 126,093 net gsf of new facilities and demolition of existing buildings not originally proposed for demolition, and the addition of three campus marquees (large lighted signs). The Proposed Modernizations include the retention and modernization of buildings that were proposed to be demolished under the 2004 FMPU. The Revised Project Elements include a reduction in the gsf of the proposed Math and Science Complex, changes to Building F5 (English and Math Lab), including demolition of the existing building and the addition of 32,306 gsf, reintroduction of the proposed athletic fields that were originally proposed in the 1998 Facilities Master Plan (1998 FMP) and eliminated in the 2004 FMPU, located west of the Men's Gymnasium and east of the Women's Gymnasium, a minor reduction in the number of parking spaces proposed for the Northeast Parking Structure, and elimination of the proposed 300-space parking structure that was to be located north of the Swim Stadium (**Figure 3-3** and **3-4)**. Currently there are a total of 3,977 parking spaces on campus, under the proposed project there would be a total of 5,161 parking spaces.

TABLE 3-2: PROJECT DESCRIPTION SUMMARY

Project	1998 Facilities Master Plan	2004 Facilities Master Plan Update	2009 Facilities Master Plan Update
New Facilities			
Vocational / General Classroom Building, existing G9	N/A	N/A	60,000 gsf, 3-level (approx. 50') building with LEED[3] design; the existing Nursing Building (G9) would be demolished to accommodate this new facility
Student Success and Retention Center, existing E3 and E5	N/A	N/A	130,000 gsf, 5-level (approx. 74') building with LEED , the existing Business (E3), Classrooms (E5) and E6 Bungalows would be demolished to accommodate this new facility
Central Plant	N/A	N/A	3,520 gsf, 1-2 level (approx. 21') building that will house heating, cooling and electricity generating equipment for the campus
Campus Marquees	N/A	N/A	(3) campus electronic digital message information signs with 22- to -30-foot by 12-foot Light-Emitting Diode (LED) display boards
Proposed Modernizations			
Classrooms G8 and H8 Modernization	Proposed to be demolished as part of the Math and Sciences Complex	Proposed to be demolished as part of the Math and Sciences Complex	Modernization to bring existing building up to current code and life safety standards. Modernization part of Math and Science Complex

[3]LEED is a national rating system developed by the U.S. Green Buildings Council to provide a benchmark for the design, construction, and operation of green buildings.

TABLE 3-2: PROJECT DESCRIPTION SUMMARY			
Project	**1998 Facilities Master Plan**	**2004 Facilities Master Plan Update**	**2009 Facilities Master Plan Update**
Revised Project Elements			
Math and Science Complex, existing G5, G6, H5, H6, H7	Consolidation of math and science facilities, seven buildings to be demolished to accommodate the 140,000-gsf facility	Proposed revision would include Health Care Careers building as part of this complex.	Revised plan proposes the demolition of 5 existing buildings and a reduction in gsf to 118,334, 3-levels (approx. 51'). Health Care Careers Building accommodated at satellite location
Campus Student Center/Bookstore Complex, existing F5 (*formerly referred to as Student Services*)	Remodel of existing building	Proposed as planned	Revised plan proposes the demolition of the Existing Student Services F5 and the construction of a new 55,000 gsf, 3-level building (approx 50') with LEED design, consolidating Student Center and Bookstore operations
Football/Soccer Field	One full-sized field (for football or soccer)	Not proposed	One full-sized field (for football or soccer), the B2 Bungalow complex will be removed to accommodate the new athletic facilities.
Tennis Courts	Proposed on rooftop of Parking Structure 3	Not Proposed	Tennis courts proposed east of the proposed football and soccer field
Women's Athletic Field	New women's athletic field	Not Proposed	Athletic field for multi-purpose sports activities proposed east of the Women's Softball Field, the F9 Bungalow complex will be removed to accommodate this new athletic field
Parking Structure 4	1,000-car, 5-level (one below ground) parking structure	1,600-car, 4-level parking structure with expanded footprint	Minor reduction of 26 parking spaces. 1,574-car parking structure, 4 levels (approx 47')
Pool Lot, existing D7 and D7a	300-car 4-level (one below ground) parking structure	Proposed as planned	Not Proposed
SOURCE: East Los Angeles College, *2009 East Los Angeles College Facilities Master Plan Update*.			



LEGEND: Proposed New Facilities | Proposed Modernizations | Revised Project Elements | Existing Buildings

A1	Child Development Center	**E3/E5**	Classrooms	**G1**	Administration	**K7**	Classrooms
B5	Weingart Stadium/Sheriffs Office	**E7**	Technology Center	**G3**	Ingalls Auditorium	**P1**	Auto Technology
C1	Men's Gym/Fitness Center	**E9**	Women's Gym	**G8**	Classrooms	**P2**	Performing Arts Complex
C2	Classrooms	**E15**	Parking Lot 4	**G9**	Vocational/General Classrooms	**S1**	Vincent Price Art Gallery
D5	Swim Stadium	**E20**	Student Success & Retention Center	**H8**	Classrooms	**S2**	Fine Arts Complex
D7	Faculty Office	**F3**	Bailey Library	**H9**	Plant Facilities		
E1	Student Services Center	**F5**	Campus Student Center/Bookstore Complex	**K5**	Classrooms		

SOURCE: 2009 East Los Angeles College Facilities Master Plan Update

FIGURE 3-3

PROPOSED SITE PLAN

SOURCE: 2009 East Los Angeles College Facilities Master Plan Update

FIGURE 3-4

RENDERING OF MATH AND SCIENCE COMPLEX

DETAILED PROJECT ELEMENTS

New Facilities Included in the 2009 Facilities Master Plan Update

Vocational/General Classroom Building. A LEED certified, 60,000-gsf multi-story vocational and general classroom building housing, Administrative Justice, fire technology, forensics (labs-CSI), probation and general lecture classroom and offices. The existing Nursing Building G9 would be demolished to accommodate this new facility.

Student Success and Retention Center. A LEED certified, 130,000-gsf, five-story building housing English, foreign language, speech and communications, ESL and basic skills, non-credit, Chicano studies, reading/writing labs, learning assistance and honors program, is proposed to consolidate the language arts programs into a single cohesive center. The construction of this facility would address the current program needs to move the college into current facilities standards. The proposed building would replace the existing Business E3, Classrooms E5 and E6 Bungalows and include a landscaped/hardscaped central campus quad area.

Central Plant. A 3,520-gsf, 1-2 level building that will house the heating, cooling and electricity generating equipment for the campus.

Campus Marquees. Three campus electronic digital message-information signs with 22- to 30-foot high by 12-foot wide Light-Emitting-Diode (LED) display boards would be located at the southeast corner of the Floral Drive/Avalanche Way intersection, the southwest corner of the Floral Drive/Collegian Avenue intersection, and at the entryway of Parking Structure 3, located mid-block on Avenida Cesar Chavez between Collegian and Bleakwood Avenues.

Proposed Modernizations in the 2009 Facilities Master Plan Update

Classrooms G8 and H8 Modernization. Classrooms G8 and H8 were originally proposed to be demolished to accommodate the Math and Science Complex (see below). The modernization, to be integrated into the Math and Science Complex, would modernize Classrooms G8 and H8 that were originally constructed in 1963 and 1961, respectively. This modernization will bring the existing buildings up to current code and life safety standard and provide modernized classroom space to meet current and future enrollment.

Revised Project Elements in the 2009 Facilities Master Plan Update

Math and Science Complex. The 1998 FMP proposed the consolidation of math and science facilities; seven buildings were to be demolished to accommodate this 140,000-gsf facility. The 2004 FMPU proposed to incorporate the Health Care Careers Building in this facility. The Health Care Careers Building is now being accommodated at a satellite location which has undergone separate review. The revised project description reduces the number of buildings being demolished from seven to five and proposes a reduction in size from 140,000 to 118,334 gsf.

Campus Student Center/Bookstore Complex. A LEED certified, 55,000-gsf multi-story building, which would include a food court, bookstore, student activities center, student government offices, international student office, health services, Cal-Works, multi-purpose room, meeting rooms, and faculty lounge. The proposed building would replace the existing Student Services Building F5.

Football/Soccer Field. The 1998 FMP proposed one full-sized field (football or soccer). The full-sized field (football or soccer) was not proposed as part of the 2004 FMPU. The proposed project

reincorporates the football/soccer field. The B2 Bungalow Complex will be removed to accommodate the new athletic field. The football/soccer field will be lighted for nighttime use.

Tennis Courts. The 1998 FMP proposed tennis courts on top of Parking Structure 3. The 2004 FMPU did not include the tennis courts as part of Parking Structure 3. The proposed project includes four tennis courts to be located east of the proposed football/soccer field. The tennis courts will be lighted for nighttime use.

Women's Athletic Field. The 1998 FMP proposed a new women's athletic field. The athletic field was not proposed as part of the 2004 FMPU. The proposed project reincorporates the athletic field. The F9 Bungalow Complex will be removed to accommodate the new athletic field.

Parking Structure 4. The 1998 FMP proposed a 1,000-car, five-level (one below ground) parking structure. In the 2004 FMPU, the parking structure was revised to accommodate a 1,600-car, four-level parking structure with an expanded footprint. The proposed project reduces the number of parking spaces from 1,600 to 1,574 spaces.

3.7 CONSTRUCTION PHASING

Table 3-3 identifies the various project components and provides an estimated construction schedule for the components of the proposed project. Construction start times and durations are an approximation and will be adjusted as design plans become finalized.

TABLE 3-3: TENTATIVE PROJECT CONSTRUCTION PHASING

Project	Building to be Demolished/Removed	Existing Gross Square Footage	Net Added Square Footage	Estimated Year of Construction
Vocational / General Classroom	G9 Nursing	19,327	40,673	TBD
Student Success and Retention Center	E3 Business, E5 Classrooms, E6 Bungalows	48,100	81,900	2011
Campus Student Center / Bookstore Complex	F5 Student Services	22,694	32,306	2011
Classrooms G8 and H8 Modernization	N/A	N/A	N/A	2011
Math and Science Complex (G5, G6, H5, H6, H7)	G5 Home Economics, G6 Physics, H5 Earth Science, H6 Life Science, H7 Lecture Hall		65,136	2011
Football/Soccer Field	B2 Bungalow Complex	N/A	N/A	2014
Tennis Courts	A Bungalows	N/A	N/A	2014
Women's Athletic Field	F9 Bungalows	N/A	N/A	2014
Parking Structure #4	N/A	N/A	470,530	2010

SOURCE: East Los Angeles College, *2009 East Los Angeles College Facilities Master Plan Update*.

4.0 ENVIRONMENTAL IMPACTS

This section examines the potential adverse environmental impacts that may result from the implementation of the proposed project. Discussion is focused on the identification of changes that may be considered to be environmentally significant (a substantial, or potentially substantial, adverse change in the environment).

Analysis of each environmental issue is organized within the following five subsections:

ENVIRONMENTAL SETTING - A description of existing conditions, prior to implementation of the 2009 Facilities Master Plan Update (proposed project), and a discussion of the policy and technical background necessary for analysis of potential impacts.

THRESHOLDS OF SIGNIFICANCE - The criteria by which the project components are measured to determine if the proposed project would cause a substantial or potentially substantial adverse change in the existing environmental conditions.

IMPACTS - An analysis of the beneficial and adverse effects of the proposed project, including, where appropriate, assessments of the significance of potential adverse impacts relative to established criteria and thresholds (relative to existing conditions per CEQA).

MITIGATION MEASURES - Wherever significant adverse impacts relative to existing conditions are identified in the impacts subsection, appropriate and reasonable measures are recommended to avoid or minimize impacts to the extent feasible.

LEVEL OF IMPACT AFTER MITIGATION - A discussion of whether an unavoidable significant impact would be reduced to a less-than-significant level or to no impact after mitigation under CEQA.

4.1 AESTHETICS AND LIGHTING

This section presents the existing visual character, light and glare and shade and shadows on and in the vicinity of the project site, followed by an analysis of the proposed project and assessment of potential impacts.

ENVIRONMENTAL SETTING

Visual Character

As required under CEQA, the aesthetic analysis must disclose the potential impacts the proposed project would have on the existing visual character of the project site and its surroundings. The concept of visual character, however, is not explicitly defined in the *CEQA Guidelines*. Visual character functions as a point of reference in assessing whether a project's features would appear to be compatible with the established built environment. In general, the evaluation of visual character is determined by the degree of contrast that could potentially result between the proposed project and the existing built environment. Contrast is assessed by considering the consistency of the following features of a proposed project with those of the existing built environment:

- Scale: includes the general intensity of development comprised of the height and setback of buildings
- Massing: includes the volume and arrangement of buildings
- Open space: includes setback of buildings and amount of pedestrian spaces

The 82-acre project site is located in the City of Monterey Park, five miles east of Downtown Los Angeles. The project site is surrounded to the north, south and west by single- and multi-family residences and low-rise commercial development to the east. The project site gently slopes in a north-south and west-east direction. The existing campus buildings are generally located in the eastern portion of the project site and are surrounded by landscaped pedestrian pathways. Indoor and outdoor athletic and recreational facilities are located on the western half of the project site. The main parking structure and surface lots are located at the northwest and northeast corners of the project site and along the southern central perimeter of the project site.

The contrast in scale, massing, and open space characteristics of the project site is distinct in comparison to the adjacent lots to the north, south, east, and west due to the institutional nature of the campus setting which exhibits medium- to large-scale buildings with minimal setbacks and large minimally developed portions of land occupied by surface parking or athletic fields. In contrast, the area to the north, south and west is characterized by small- and medium-scale residential structures with landscaped front yards as setbacks. The areas to the east are characterized by medium-scale, low-rise commercial strip mall-type buildings with minimal landscaping and surface parking.

Buildings. The project site is occupied by approximately 25 principal buildings, a majority of which were constructed between 1950 and 1976 (approximately 80 percent); the remaining buildings were constructed within the last 15 years. Generally, the buildings on campus are one- to four-stories in height and range in size from 4,500 to 100,000 gross square feet (gsf). The older buildings on campus are symmetrical rectangular forms with flat roofs, minimal window openings, and light beige and green concrete or stucco facades. The more recently constructed buildings are asymmetrical rectangular and curved forms with sloped roofs, larger window openings, and concrete and brick facades (**Figure 4.1-1**).

Women's Gym. Light beige and green concrete exterior, symmetrical rectangular forms with a flat roof and minimal window openings.

Technology Center. Light beige concrete, brick and glass exterior, flat and curved facade with a flat roof and symmetrically spaced window openings.

SOURCE: TAHA, 2009

In addition to the permanent structures on campus, there are number of temporary bungalows located throughout the campus.

Light and Glare

Ambient exterior lighting at ELAC consists of the illumination of some parking areas, security lighting for pedestrians, as well as lighting at the stadium in the northwestern portion of the campus. The highest illumination on the campus is directed in the stadium where there is often nighttime training or events. Existing lighting conditions in the project vicinity consist of vehicular street lights to illuminate roadways for drivers, and commercial lighting along the major arterial streets surrounding the project area.

Glare or perceived brightness is characterized as a diffused light, which is generated or reflected from a surface, often causing a nuisance to the viewer. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior facades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with a viewer being within the line-of-sight of bright point source lighting that contrasts with existing low ambient light conditions. The majority of existing buildings are comprised of a mixture of reflective and non-reflective materials which include concrete, stucco and glass. During the daytime, parked vehicles can produce a large source of glare from sunlight being reflected off windshields and other surfaces. This is noticeable primarily in the northeast and southwest parking lots.

Shade and Shadow

Shadows are cast in a clockwise direction from west/northwest to east/northeast from approximately 7:00 a.m. to 4:00 p.m. or later depending on the time of the year. Generally, the shortest shadows are cast during the Summer Solstice (June 21) and grow increasingly longer until the Winter Solstice (December 20). During the Winter Solstice, the sun appears lower in the sky and shadows are at their maximum coverage lengths. Shadow impacts are considered to be significant when they cover shadow-sensitive uses for a substantial amount of time (i.e., three hours or more). Shadow-sensitive uses generally include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors/panels.

Shadow-sensitive uses within the vicinity of the project site include usable outdoor spaces associated with the residential uses located to the north, south and west of the project site and campus outdoor space located throughout the project site. The tallest building on the ELAC campus is the Technology Center, which reaches approximately 70 to 80 feet in height and is located near the center of campus, north of the E6 Bungalows. The Technology Center does not cast shadows outside of the campus boundaries.

PREVIOUSLY DISCLOSED IMPACTS

The Final EIR for the 1998 Facilities Master Plan concluded that no unavoidable significant impacts would occur with regard to aesthetics or lighting and that Mitigation Measures L1 through L3 of the Final EIR would reduce the potential impact of spillover lighting associated with tennis courts, athletic fields, and stadium lighting on adjacent residential properties to less-than-significant levels. The Final EIR also found that the project site does not contain any scenic resources or distinguishing views or vistas.

The Addendum for the 2004 Facilities Master Plan Update (2004 FMPU) concluded that no unavoidable significant impacts would occur with regard to aesthetics or lighting and indicated that the 2004 FMPU

would not add any new structures that would cast additional lighting onto adjacent residential communities. The Addendum further stated that the mitigation measures applicable to lighting included in the Final EIR would continue to be applicable to the 2004 FMPU and no new mitigation measures were required.

THRESHOLDS OF SIGNIFICANCE

The proposed project would have a significant impact related to aesthetics and lighting if the project would:

- Substantially degrade the existing visual character or quality of the site and its surroundings;
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area;
- Intensity of the illuminated sign were to exceed 400 foot-lamberts (fl) within 100 feet of a residential zone; and/or[1]
- Cast new shadows on shadow-sensitive uses for a substantial period of time (assumed to be three hours or more).

IMPACTS

Visual Character

The proposed project includes the construction of new facilities, the modernization of existing buildings, the addition of tennis courts, a full-sized field (for football or soccer), a women's athletic field and campus marquees. **Table 4.1-1** describes the visual character of the proposed project.

The proposed buildings will utilize building materials that are similar to existing structures on campus, including concrete, brick and glass. **Figure 4.1-2** illustrates the visual character of the proposed new Math and Science Complex. The tallest and largest building included in the proposed project is the Student Success and Retention Center which will be approximately 74 feet in height and contain approximately 130,000 gsf of building space. A building of this size is consistent with the scale and massing of the existing buildings on campus. The proposed athletic fields would add open space where parking was previously provided, thereby improving the quality of the existing open space. Therefore, the proposed project would result in less-than-significant impacts related to visual character.

Light and Glare

Athletic Field. The surrounding area adjacent to the campus was surveyed to identify light-sensitive uses. Light-sensitive uses include residential, some commercial and institutional uses and, in some situations, natural areas. Light from the poled lights on the proposed Football/Soccer Field and Tennis Courts could spillover onto adjacent residential and institutional properties located on the south side of Avenida Cesar Chavez. Athletic field and tennis court lighting typically generates an average of 20 and 30 footcandles (fc) of illumination, respectively.[2] **Figure 4.1-3** illustrates the amount of spillover light that would be cast onto adjacent residential and institutional buildings from the proposed Football/Soccer Field and Tennis Courts. The spillover light from the proposed Football/Soccer Field and Tennis Courts is anticipated to be less than 2 fc. Two fc has been identified as an acceptable level for spillover lighting

[1]The LACCD has not established a threshold to evaluate the intensity of illuminated signs. The threshold used to evaluate the light intensity of the illuminated signs is based on Monterey Park Municipal Code Section 21.50.070, Sign Regulations, General Requirements.

[2]The Illuminating Engineering Society of North America RP-6-01, *Recommended Practice for Sports and Recreational Area Lighting,* August 5, 2001.

for local jurisdictions. Therefore, the proposed Football/Soccer Field and Tennis Courts would result in less-than-significant impacts related to light and glare.

TABLE 4.1-1: VISUAL CHARACTER OF PROPOSED PROJECT

Building	Approx. Height (feet)	Approx. Size (gsf)	Description and Location
Vocational/General Classroom Building, existing G9	50	60,000	3-level, LEED-certified building proposed along the northern perimeter of the project site at the location the existing Nursing Building (G9)
Student Success and Retention Center, existing E3 and E5	74	130,000	5-level, LEED-certified building proposed north of the Student Services center located on the southern central perimeter of the project site where the existing E3 and E5 buildings are located
Central Plant	21	3,520	1-2 level building proposed east of Weingart Stadium which will house the heating, cooling and electricity generating equipment for the campus
Campus Marquees Avenida Cesar Chavez Floral Drive & Avalanche Way Floral Drive & Collegian Avenue	 30/a/ 22/a/ 23/a/	 N/A	 Stucco base, brick tower, double sided display Painted aluminum cabinet, double sided display Pole mounted, single sided display
Math and Science Complex, existing G5, G6, H5, H6, H7	51	118,334	3-level building proposed north of Ingalls Auditorium where the existing G5, G6, H5, H6 and H7 are located
Campus Student Center/Bookstore Complex, existing F5 (*formerly referred to as Student Services*)	50	55,000	3-level, LEED-certified building proposed north of the Bailey Library where the existing F5 building is located
Parking Structure 4	47	430,570	4-level, 1,574-car parking structure
Classrooms G8 and H8 Modernization	11	14,156 11,480	Bring the existing building up to current building code and life safety standards, upgrades would include architectural finishes, electrical, plumbing, and security and fire alarm upgrades

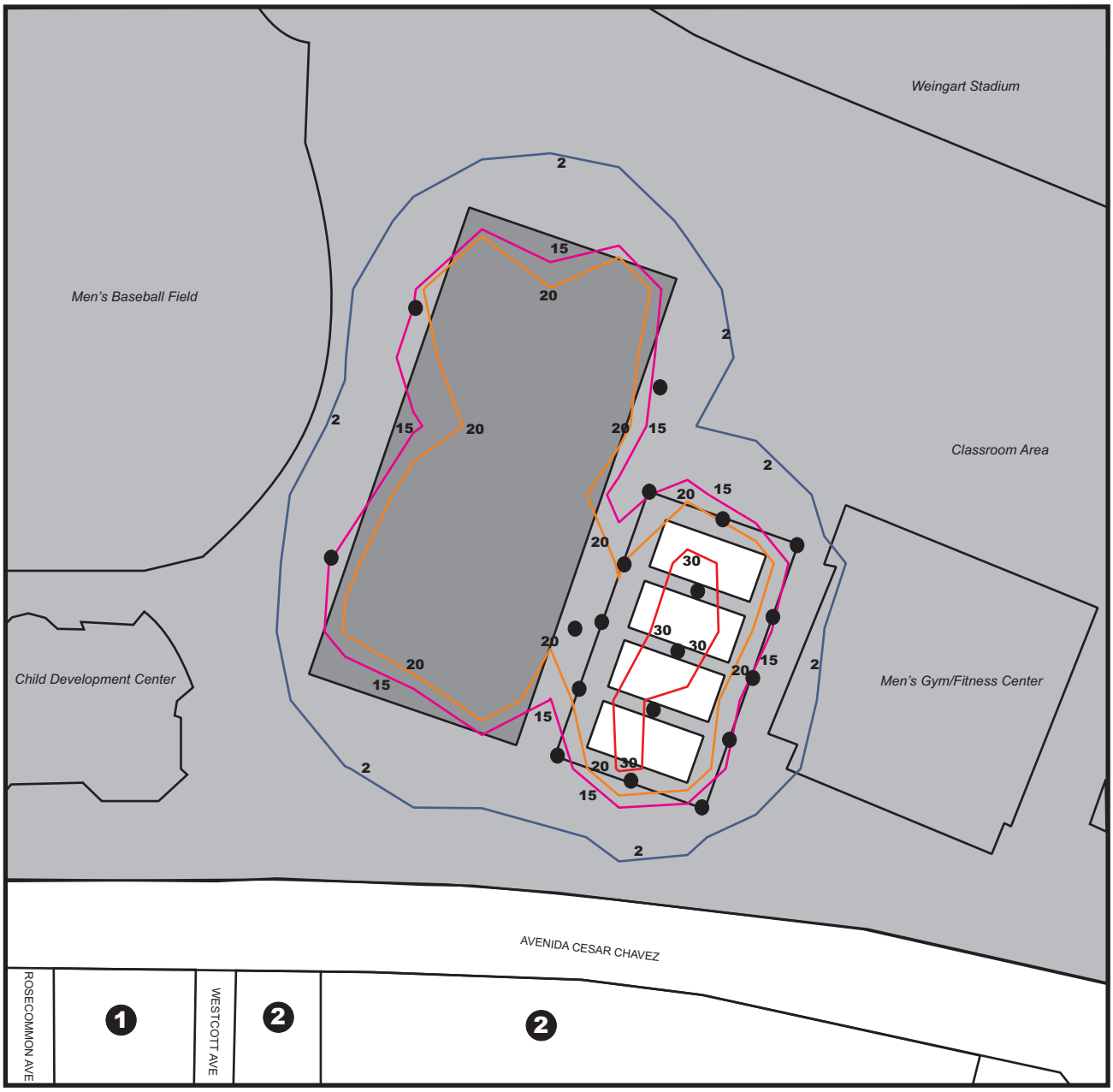
/a/ Represents maximum height of sign body, actual display board size is 101"H x 151"L x 10"D.
SOURCE: East Los Angeles College, *2009 East Los Angeles College Facilities Master Plan Update*.

Light from the poled lights on the proposed Women's Athletic Field could spillover onto adjacent residential properties located on the north side of Floral Drive. **Figure 4.1-4** illustrates the amount of spillover light that would be cast onto adjacent residential buildings from the proposed Women's Athletic Field. The spillover light from the proposed Women's Athletic Field is anticipated to be less than 2 fc. Therefore, the proposed Women's Athletic Field would result in less-than-significant impacts related to light and glare.

SOURCE: 2009 East Los Angeles College Facilities Master Plan Update

FIGURE 4.1-2

VISUAL CHARACTER OF PROPOSED
MATH AND SCIENCE COMPLEX



LEGEND:

Project Site | Football/Soccer Field | Tennis Courts

● Light Pole

2 footcandles | 15 footcandles | 20 footcandles | 30 footcandles

(#) Surrounding Land Uses

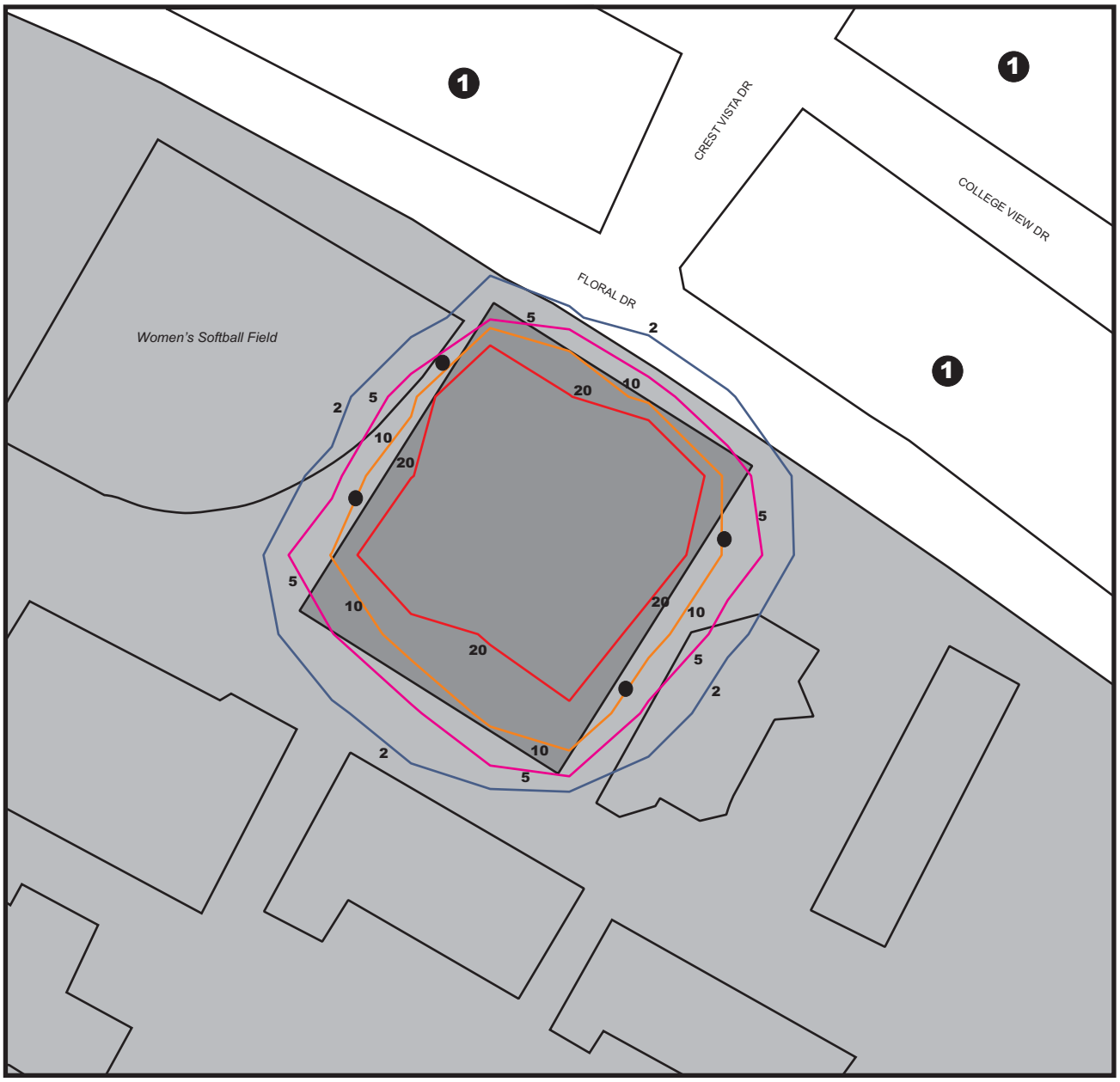
1. Residential

2. Institutional

SOURCE: TAHA, 2010

FIGURE 4.1-3

FOOTBALL/SOCCER FIELD AND TENNIS COURT LIGHTING CONTOURS



LEGEND:

Project Site | Women's Athletic Field

● Light Pole

2 footcandles | 5 footcandles | 10 footcandles | 20 footcandles

Surrounding Land Uses

1. Residential

SOURCE: TAHA, 2010

N

East Los Angeles College Facilities Master Plan Update
Supplemental Environmental Impact Report

taha 2009-037

LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 4.1-4

WOMEN'S ATHLETIC FIELD
LIGHTING CONTOURS

Buildings. The proposed project would include security lighting for all buildings and facilities. Additional ornamental lighting may also be installed to accent buildings. Lighting fixtures would typically be mounted on low-scale poles or on the facades of buildings. It is expected that this lighting (which typically is at the level of 1 to 2 footcandles) would not spillover outside the campus boundaries nor would it create glare that would adversely affect adjacent residences. Therefore, the proposed project would result in less-than-significant impacts related to lighting.

Parking Structure. Exterior security lighting for the proposed Parking Structure 4, as well as light from vehicle headlights in the parking structure, could spillover and/or result in glare cast onto the adjacent residential buildings to the north of the project site. While security lighting typically generates less than 5 fc of illumination on the area illuminated, when combined with light from vehicle headlights, this would potentially result in a significant impact related to spillover light and glare.

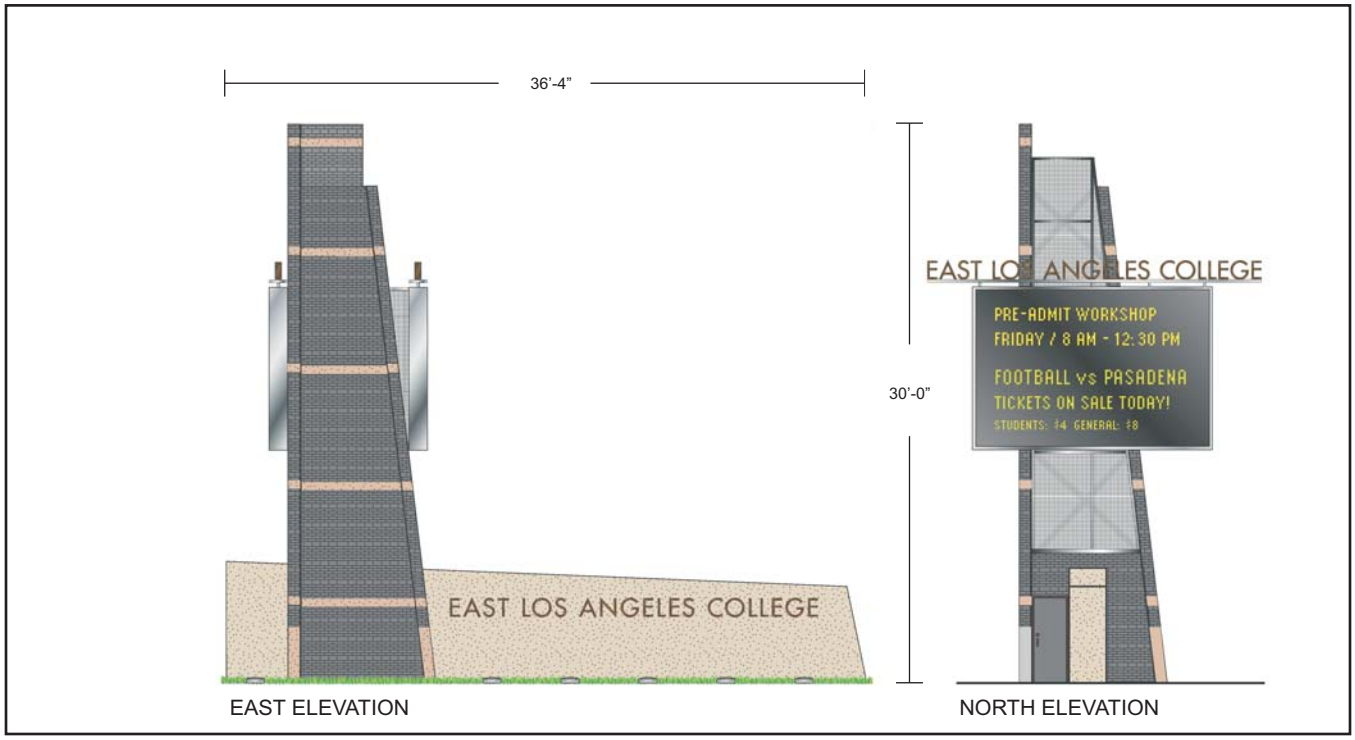
Campus Marquees. The proposed project includes three campus marquees which would utilize light-emitting diode (LED) display boards (**Figure 4.1-5**). Light from the LED display boards may spillover onto adjacent residential properties located to the north and south of the project area. Light intensity can be measured as a form of luminance or illuminance. Luminance measures the amount of light leaving a surface in a particular direction, and can be thought of as measured brightness of a surface as seen by the eye. Illuminance measures the amount of light coming from a light fixture that lands on a surface. The proposed LED display boards could generate as much as 1,459 fl of luminance. This level would exceed the 400 fl threshold established by the City of Monterey Park for illuminated signs within 100 feet of residential properties[3]. The manufacturer has indicated that the proposed sign can be dimmed to a maximum of 70 percent (or 1,021 fl) before the sign becomes illegible. This level would still exceed the 400 fl threshold and would, therefore, result in a significant impact related to light from the proposed Campus Marquees.

Shade and Shadows

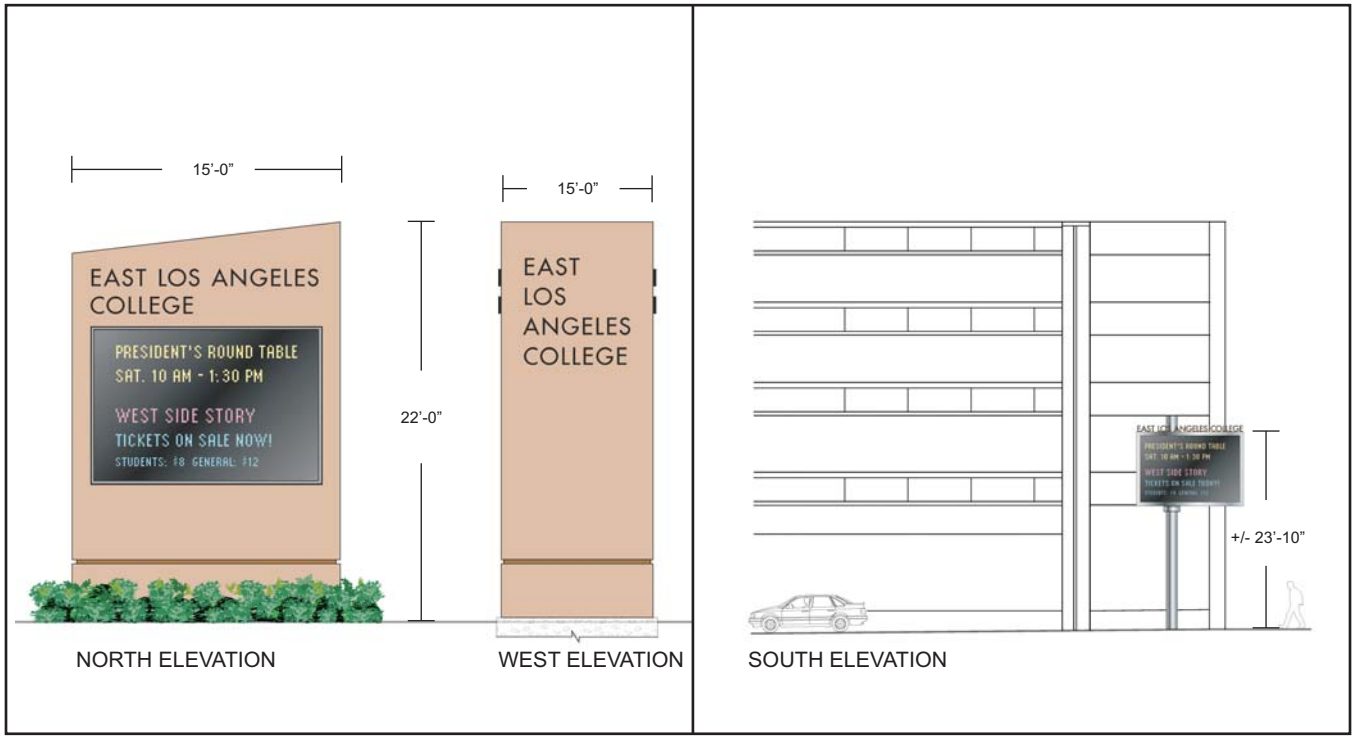
The proposed project includes the construction of new buildings which have the potential to cast new shadows on adjacent sensitive uses. The areas that would be most susceptible to shadows generated by the proposed project include the rear yards of the single-family residences located north of the project site, the proposed Women's Athletic Field located to the west of the proposed Vocational/General Classrooms Building and the campus open space located north of the proposed Student Success and Retention Center.

To determine whether a shadow would be cast onto shade-sensitive uses, heights of the proposed building, the distance of the proposed building from sensitive uses, the time of day, and the time of year were taken into consideration. For the purpose of the shadow analysis, the buildings have been grouped into two groups, Building Group A includes the Parking Structure 4 and the Vocational/General Classrooms Building, and Building Group B includes the Central Plant, Student Success and Retention Center and Campus Student Center/Bookstore Complex. **Figures 4.1-6** through **4.1-11** illustrate the shadows cast from the proposed buildings.

[3]Monterey Park Municipal Code Section 21.50.070, Sign Regulations, General Requirements.



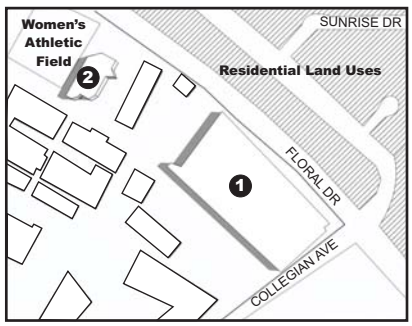
Marquee Type 1. Located south of Parking Structure 3 on the north side of Avenida Cesar Chavez.



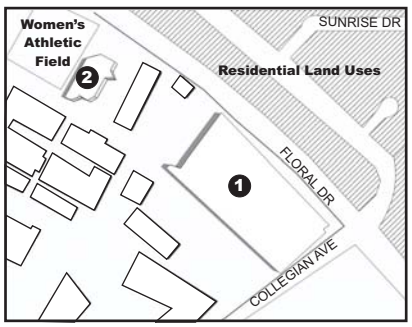
Marquee Type 2. Located on the southeast corner of Floral Drive and Avalanche Way.

Marquee Type 3. Located on the southwest corner of Floral Drive and Collegian Avenue.

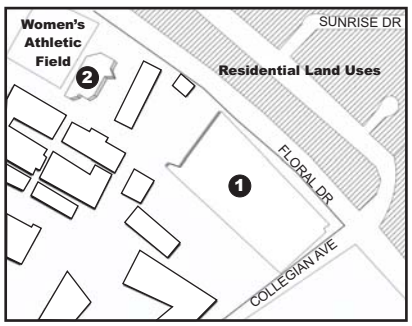
SOURCE: Risha Engineering Group, 2009



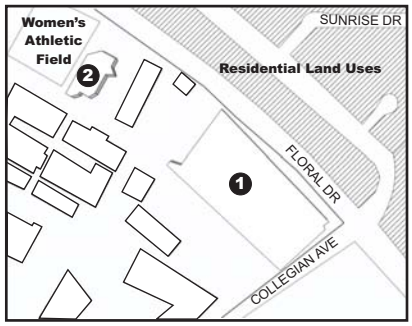
9:00 AM



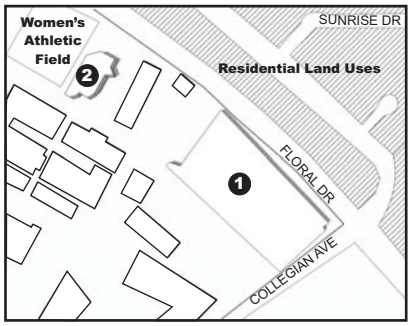
10:00 AM



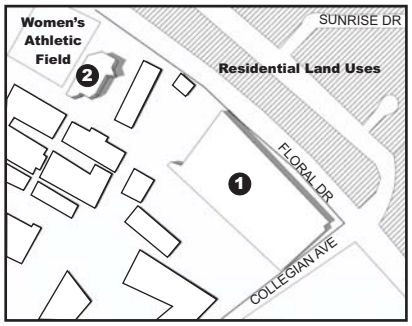
11:00 AM



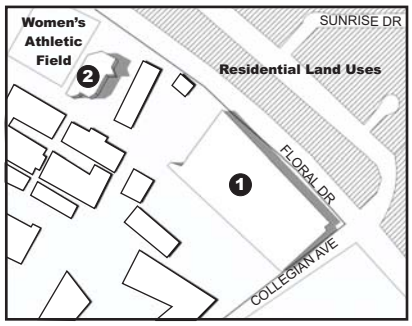
12:00 PM



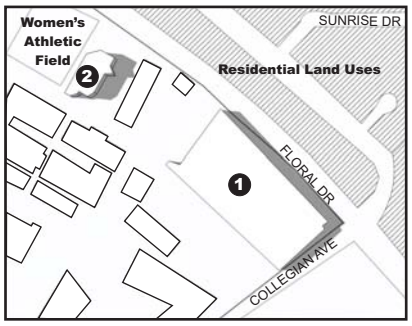
1:00 PM



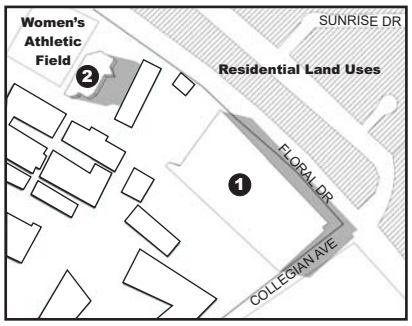
2:00 PM



3:00 PM



4:00 PM



5:00 PM

LEGEND:

☐ Existing Buildings

❶ New Buildings With Potential Shadow Impacts

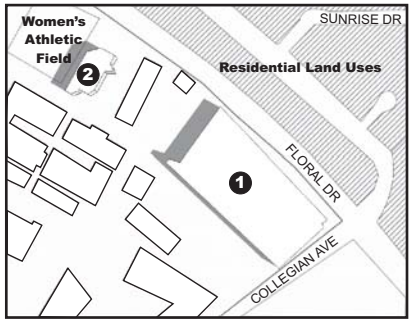
1. Parking Structure 4

2. Vocational/General Classrooms Building

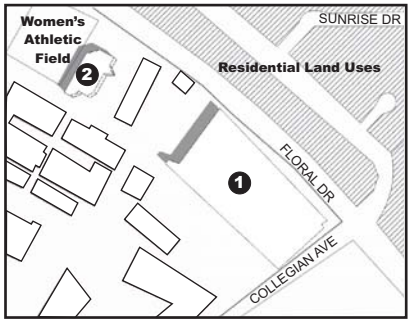
SOURCE: TAHA, 2010

FIGURE 4.1-6

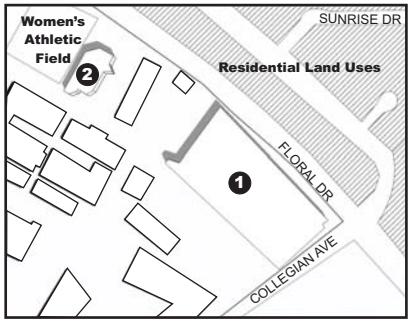
BUILDING GROUP A
SUMMER SOLSTICE SHADOWS



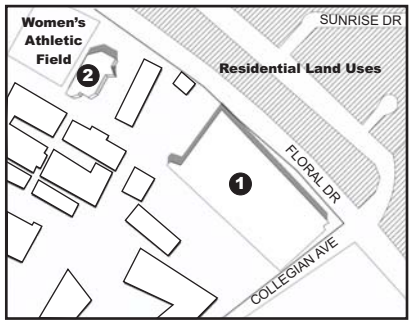
9:00 AM



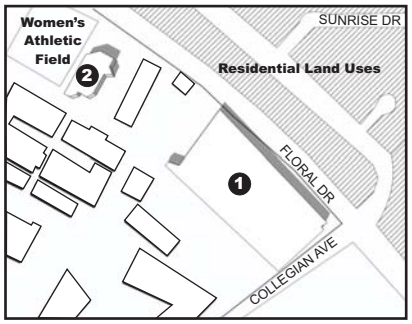
10:00 AM



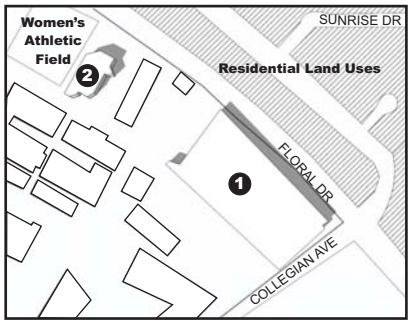
11:00 AM



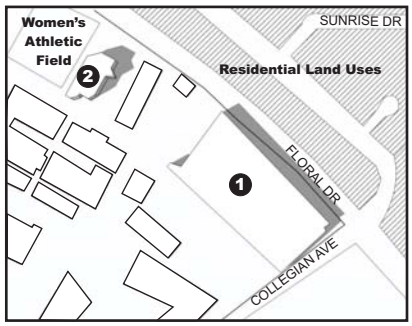
12:00 PM



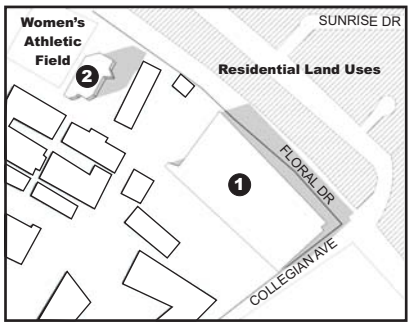
1:00 PM



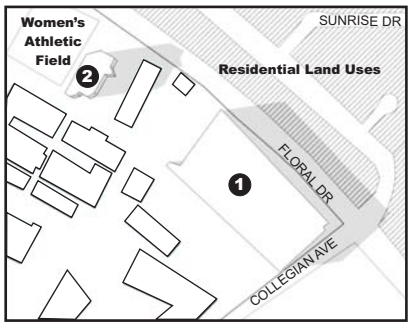
2:00 PM



3:00 PM



4:00 PM



5:00 PM

LEGEND:

☐ Existing Buildings

❶ New Buildings With Potential Shadow Impacts

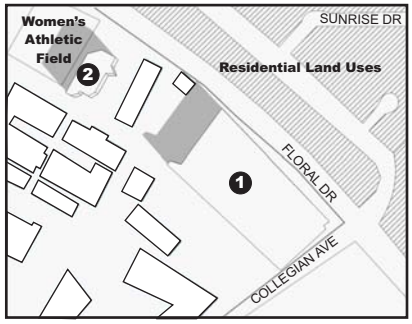
1. Parking Structure 4

2. Vocational/General Classrooms Building

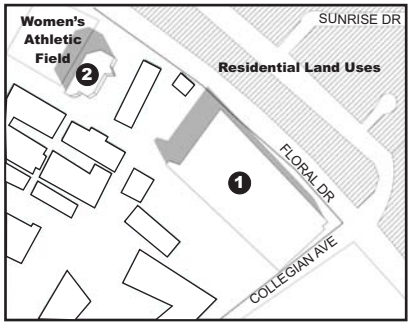
SOURCE: TAHA, 2010

FIGURE 4.1-7

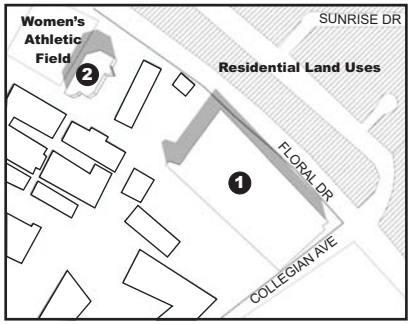
BUILDING GROUP A
SPRING/FALL EQUINOX SHADOWS



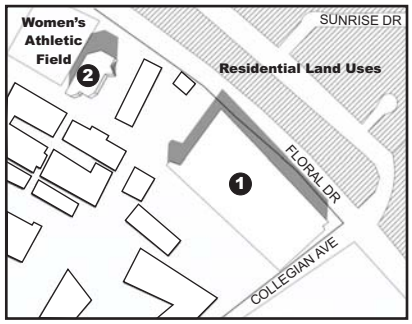
9:00 AM



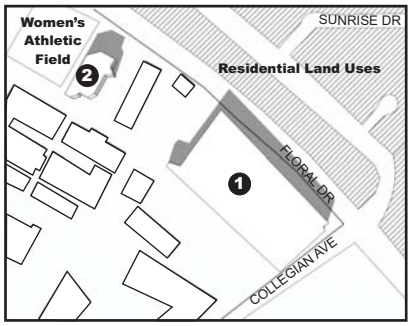
10:00 AM



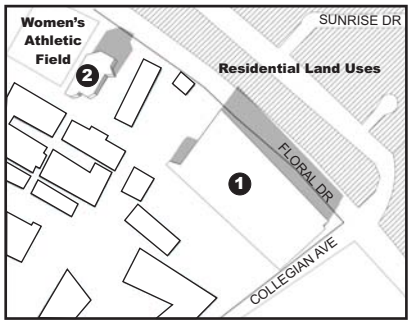
11:00 AM



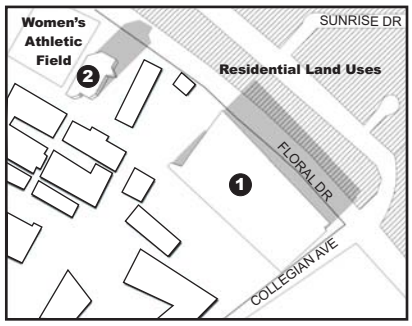
12:00 PM



1:00 PM



2:00 PM



3:00 PM

LEGEND:

☐ Existing Buildings

❶ New Buildings With Potential Shadow Impacts

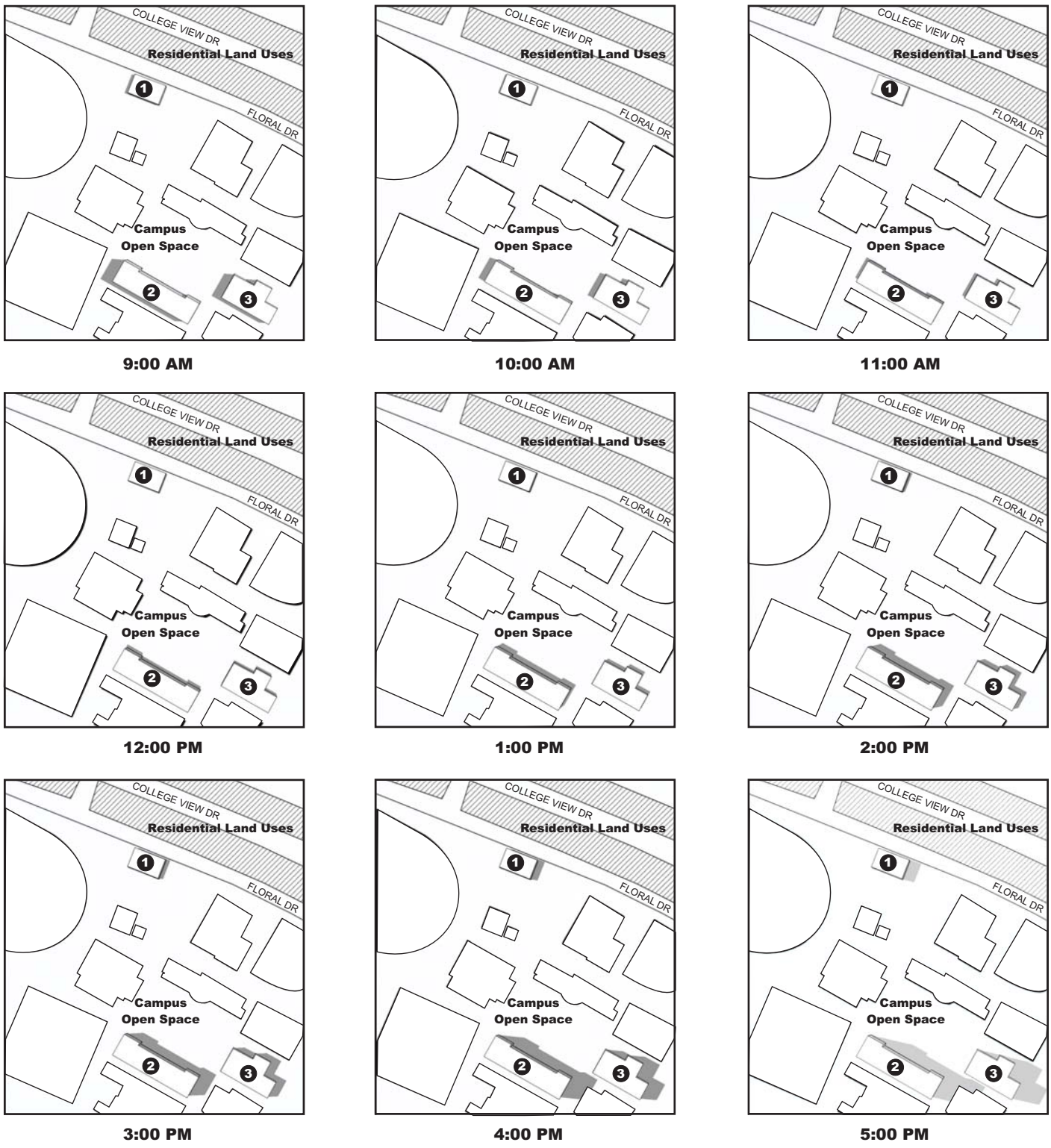
1. Parking Structure 4

2. Vocational/General Classrooms Building

SOURCE: TAHA, 2010

FIGURE 4.1-8

BUILDING GROUP A
WINTER SOLSTICE SHADOWS



LEGEND:

(#) New Buildings With Potential Shadow Impacts ☐ Existing Buildings

1. Central Plant

2. Student Success and Retention Center

3. Campus Student Center/Bookstore Complex

SOURCE: TAHA, 2010

N

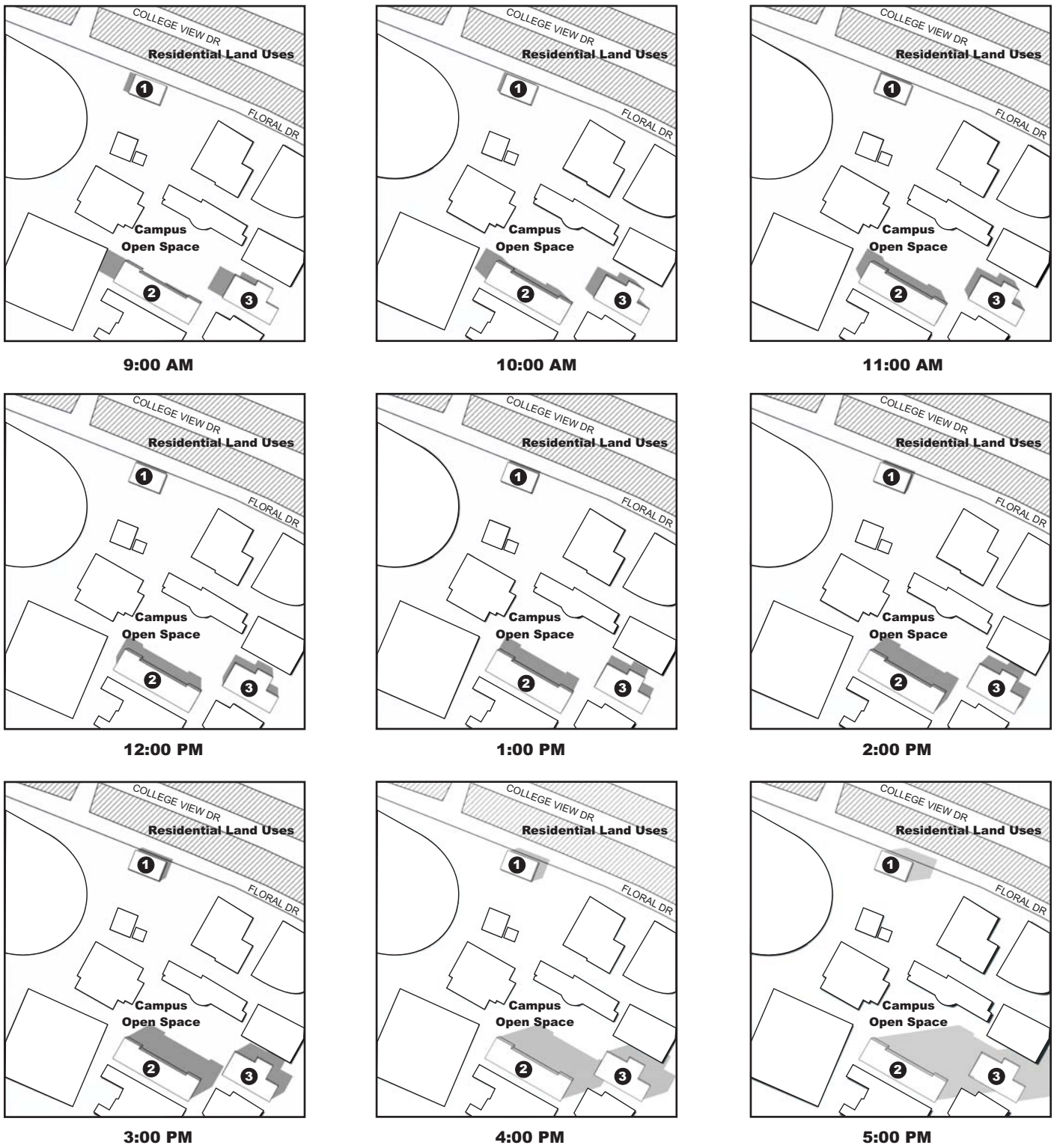
taha 2009-037

East Los Angeles College Facilities Master Plan Update
Supplemental Environmental Impact Report

LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 4.1-9

BUILDING GROUP B
SUMMER SOLSTICE SHADOWS



LEGEND:

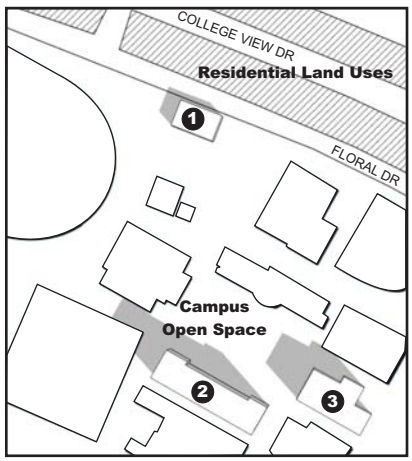
(#) New Buildings With Potential Shadow Impacts ☐ Existing Buildings

1. Central Plant

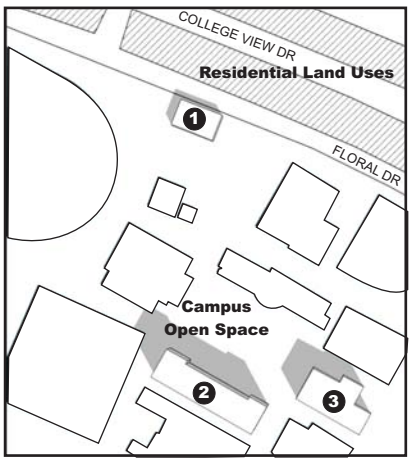
2. Student Success and Retention Center

3. Campus Student Center/Bookstore Complex

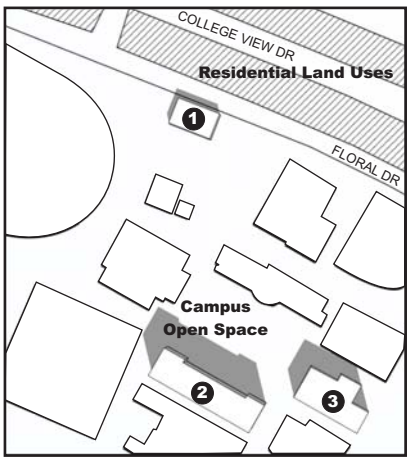
SOURCE: TAHA, 2010



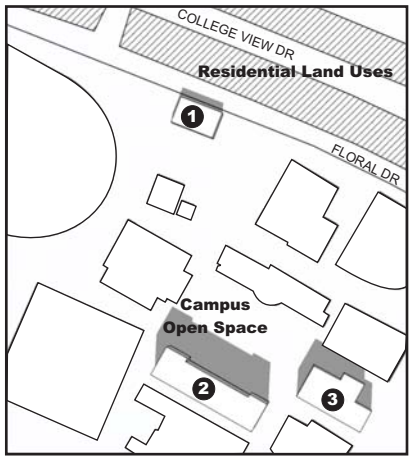
9:00 AM



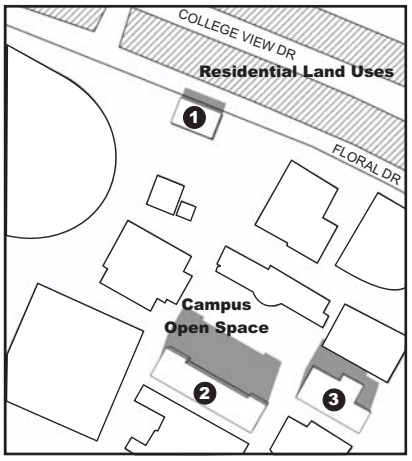
10:00 AM



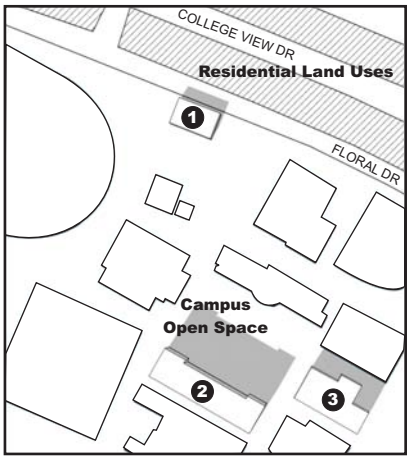
11:00 AM



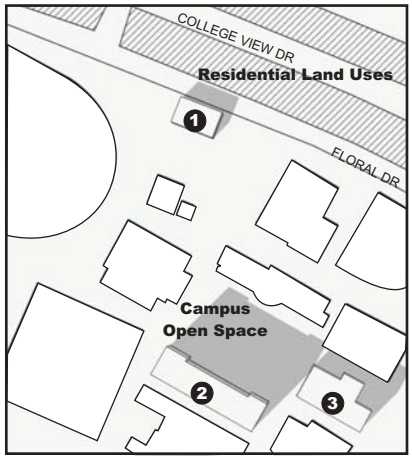
12:00 PM



1:00 PM



2:00 PM



3:00 PM

LEGEND:

(#) New Buildings With Potential Shadow Impacts ☐ Existing Buildings

1. Central Plant

2. Student Success and Retention Center

3. Campus Student Center/Bookstore Complex

SOURCE: TAHA, 2010

Building Group A. Parking Structure 4 and the Vocational/General Classrooms Building are proposed to be an estimated 47 and 50 feet in height, respectively. The longest shadows cast for a 47- and 50-foot building would occur during the Winter Solstice at 9:00 a.m. and 3:00 p.m. Partial shadow coverage of the residences to the north resulting from the proposed Parking Structure 4 would occur for one hour from 2:00 to 3:00 p.m. This shadow length would not affect residences on the north side of Floral Drive for three hours or more during the three key solar periods. Partial shadow coverage of the proposed Women's Athletic Field would occur for two hours from 9:00 a.m. to 11:00 p.m. The Women's Athletic Field would not be covered by project-related shadows for three hours or more during the three key solar periods. Therefore, the proposed project would result in less-than-significant impacts related to shadows resulting from the Parking Structure 4 and Vocational/General Classrooms Building.

Building Group B. The Central Plant is proposed to be approximately 21 feet in height. The longest shadows cast for a 21-foot building would not affect the residences to the north. The Student Success and Retention Center and the Campus Student Center/Bookstore Complex are proposed to be approximately 74 and 50 feet in height, respectively. Partial shadow coverage of the campus outdoor space north of the proposed Student Success and Retention Center would occur for six hours from 9:00 a.m. to 3:00 p.m. However, full shadow coverage would only occur for one hour between 2:00 p.m. and 3:00 p.m. The Campus Student Center/Bookstore Complex is proposed to be approximately 50 feet in height. Partial shadow coverage of the campus outdoor space would occur for one hour between 9:00 a.m. and 10:00 a.m. These shadow lengths would not affect the proposed campus outdoor space for three hours or more during the three key solar periods. Therefore, the proposed project would result in less-than-significant impacts related to shadows resulting from the Central Plant, Student Success and Retention Center and Campus Student Center/Bookstore Complex.

MITIGATION MEASURES

Mitigation measures are numbered sequentially following previously identified mitigation measures prescribed in the Final EIR for the 1998 Facilities Master Plan and the Addendum for the 2004 Facilities Master Plan Update.

Visual Character

As no potential significant impacts have been identified, no mitigation measures are required.

Light and Glare

L4 The proposed Parking Structure 4 shall include landscaping, such that once trees and shrubs mature, provides for screening along the northern boundary of the parking structure to diffuse glare and spillover light. Screening shall be of such height and density to intercept the line of sight between the light fixtures and adjacent residential properties or; the proposed parking structure shall include solid walls without openings on the north side of the parking structure, to minimize spillover lighting impacts on adjacent residences.

L5 East Los Angeles College shall reduce the duration of spillover lighting on surrounding residential properties by not operating the Campus Marquees between the hours of 10:00 p.m. and 6:00 a.m. of the following day.

Shade and Shadows

As no potential significant impacts have been identified, no mitigation measures are required.

LEVEL OF IMPACT AFTER MITIGATION

Visual Character

Impacts associated with visual character are considered less-than-significant without mitigation.

Light and Glare

Implementation of Mitigation Measure **L4** would reduce the significant impacts related to light and glare from the proposed Parking Structure 4 to a less-than-significant level.

Implementation of Mitigation Measure **L5** would reduce the amount of spillover light onto adjacent residences during the late evening hours. Nonetheless, spillover light from the Campus Marquees would still exceed the 400 fl threshold for illuminated signs. Installation of the Campus Marquees would result in an unavoidable significant lighting impact.

Shade and Shadows

Impacts associated with shade and shadows are considered less-than-significant without mitigation.

4.2 AIR QUALITY

This section examines the degree to which the proposed project may cause significant adverse changes to air quality. Both short-term construction emissions occurring from activities, such as site grading and haul truck trips, and long-term effects related to the ongoing operation of the proposed project are discussed in this section. This analysis focuses on air pollution from two perspectives: daily emissions and pollutant concentrations. "Emissions" refer to the quantity of pollutants released into the air, measured in pounds per day (ppd). "Concentrations" refer to the amount of pollutant material per volumetric unit of air, measured in parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$). Air calculations and modeling files are presented in Appendix B.

ENVIRONMENTAL SETTING

Pollutants and Effects

Air quality studies generally focus on the following criteria pollutants which are most commonly measured and regulated: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), particulate matter ten microns or less in diameter (PM_{10}), and sulfur dioxide (SO_2). Air quality studies also often analyze toxic air contaminants and greenhouse gases.

Carbon Monoxide. CO is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas such as the project location, automobile exhaust accounts for the majority of CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient CO concentrations generally follow the spacial 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.[1] The highest levels of CO typically occur during the colder months of the year when inversion conditions are more frequent. In terms of health, CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can be dizziness, fatigue, and impairment of central nervous system functions.

Ozone. O_3 is a colorless gas that is formed in the atmosphere when reactive organic gases (ROG), which includes volatile organic compounds (VOC), and nitrogen oxides (NO_X) react in the presence of ultraviolet sunlight. O_3 is not a primary pollutant; it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of ROG and NO_X, the components of O_3, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O_3 formation. Ideal conditions occur 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. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

Nitrogen Dioxide. NO_2, like O_3, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to O_3 formation. NO_2 also contributes to the formation of PM_{10}. High concentrations of NO_2 can cause breathing difficulties and result in a brownish-

[1] 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.

red cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase of bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 ppm.

Particulate Matter. Particulate matter 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. $PM_{2.5}$ and PM_{10} represent fractions of particulate matter. Fine particulate matter, or $PM_{2.5}$, is roughly 1/28 the diameter of a human hair. $PM_{2.5}$ results from fuel combustion (e.g. 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 SO_2, NO_X, and VOC. Inhalable particulate matter, or PM_{10}, is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; 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.

$PM_{2.5}$ and PM_{10} 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. $PM_{2.5}$ and PM_{10} 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 PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

Sulfur Dioxide. SO_2 is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of SO_2 are coal and oil used in power plants and industries. Generally, the highest levels of SO_2 are found near large industrial complexes. 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 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 yellow plant leaves and erode iron and steel.

Toxic Air Contaminants. A substance is considered toxic if it has the potential to cause adverse health effects in humans. A toxic substance released into the air is considered a toxic air contaminant (TAC). TACs are identified by State and federal agencies based on a review of available scientific evidence. In the State of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management was designed to protect residents from the health effects of toxic substances in the air.

Greenhouse Gases. Greenhouse gas (GHG) emissions refer to a group of emissions that are generally believed to affect global climate conditions. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F.

In addition to CO_2, CH_4, and N_2O, GHGs include hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and water vapor. Of all the GHGs, CO_2 is the most abundant pollutant that contributes to climate change through fossil fuel combustion. CO_2 comprised 83.3 percent of the total GHG emissions in California in 2002.[2] The other GHGs are less abundant but have higher global warming potential than CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. The CO_2e of CH_4 and N_2O represented 6.4 and 6.8 percent, respectively, of the 2002 California GHG emissions. Other high global warming potential gases represented 3.5 percent of these emissions.[3] In addition, there are a number of human-made pollutants, such as CO, NO_X, non-methane VOC, and SO_2, that have indirect effects on terrestrial or solar radiation absorption by influencing the formation or destruction of other climate change emissions.

South Coast Air Basin

The project site is located within the Los Angeles County portion of the South Coast Air Basin. Ambient pollution concentrations recorded in Los Angeles County are among the highest in the four counties comprising the Basin.

The Basin is in an area of high air pollution potential due to its climate and topography. The general region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The Basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The Basin 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 mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region.

The Basin experiences frequent temperature inversions. 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_2 react under strong sunlight, creating 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_2 emissions. CO concentrations are generally worse in the morning and late evening (around 10:00 p.m.). In the morning, CO levels are relatively high due to cold temperatures and the large number of cars traveling. High CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO emissions are produced almost entirely from automobiles, the highest CO concentrations in the Basin are associated with heavy traffic. NO_2 concentrations are also generally higher during fall and winter days.

Local Climate

The mountains and hills within the Basin contribute to the variation of rainfall, temperature, and winds throughout the region. Within the project site and its vicinity, the average wind speed, as recorded at the

[2]California Environmental Protection Agency, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, March 2006, p. 11.
[3]*Ibid*.

Downtown Los Angeles Wind Monitoring Station, is 4.7 miles per hour. Wind in the vicinity of the project site predominately blows from the west and southwest.[4]
The annual average temperature in the project area is 64.9°F.[5] The project area experiences an average winter temperature of 58.0°F and an average summer temperature of 71.5°F. Total precipitation in the project area averages 14.8 inches annually. Precipitation occurs mostly during the winter and relatively infrequently during the summer. Precipitation averages 9.0 inches during the winter, 3.7 inches during the spring, 2.0 inches during the fall, and less than one inch during the summer.[6]

Regulatory Setting

The Federal Clean Air Act (CAA) governs air quality in the United States. In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). At the federal level, 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 and air pollution control districts at the regional and local levels.

Federal

United States Environmental Protection Agency. USEPA is responsible for enforcing the CAA. USEPA is also responsible for establishing the National Ambient Air Quality Standards (NAAQS). NAAQS are required under the 1977 CAA and subsequent amendments. USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA 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 stricter emission standards established by CARB.

As required by the CAA, NAAQS have been established for seven major air pollutants: CO, NO_2, O_3, $PM_{2.5}$, PM_{10}, SO_2, and Pb. The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are summarized in **Table 4.2-1**. The USEPA has classified the Basin as maintenance for CO and nonattainment for O_3, $PM_{2.5}$, and PM_{10}.

[4]SCAQMD, *Meteorological Data*, Available at: http://www.aqmd.gov/smog/metdata/MeteorologicalData.html, Accessed January 19, 2010.
[5]Western Regional Climate Center, *Historical Climate Information*, Available at: http://www.wrcc.dri.edu, Accessed January 19, 2010.
[6]*Ibid*.

TABLE 4.2-1: STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS AND ATTAINMENT STATUS FOR THE SOUTH COAST AIR BASIN

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Nonattainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	n/a	0.075 ppm (147 µg/m^3)	Nonattainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Nonattainment	150 µg/m^3	Nonattainment
	Annual Arithmetic Mean	20 µg/m^3	Nonattainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Nonattainment
	Annual Arithmetic Mean	12 µg/m^3	Nonattainment	15.0 µg/m^3	Nonattainment
Carbon Monoxide (CO)	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	0.053 ppm (100 µg/m^3)	Attainment
	1-hour	0.18 ppm (338 µg/m^3)	Attainment	--	--
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	--	--	0.030 ppm (80 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	0.14 ppm (365 µg/m^3)	Attainment
	3-hour	--	--	--	--
	1-hour	0.25 ppm (655 µg/m^3)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Attainment

n/a = not available
SOURCE: CARB, *Ambient Air Quality Standards*, November 17, 2008.

State

California Air Resources Board. In California, the CCAA is administered by the California Air Resources Board (CARB) at the State level and by the air quality management districts and air pollution control districts at the regional and local levels. The CARB, which became part of the California Environmental Protection Agency 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. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB 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. CARB established passenger vehicle fuel specifications, which became effective in March 1996. 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 levels. The State standards are summarized in **Table 4.2-1**, above.

The CCAA requires 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 a pollutant if air quality data shows that a State standard for the 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 nonattainment. Under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, $PM_{2.5}$, and PM_{10}.

Local

South Coast Air Quality Management District. The 1977 Lewis Air Quality Management Act created the South Coast Air Quality Management District (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 region. 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 sources, area sources, point sources, and certain mobile source emissions. The SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

The SCAQMD monitors air quality within the project area. The SCAQMD has jurisdiction over an area of 10,743 square miles, consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin is a subregion of the SCAQMD and covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The Basin 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 San Diego County line to the south (**Figure 4.2-1**).

Air Quality Management Plan. All areas designated as nonattainment under the CCAA are required to prepare plans showing how the area would meet the State air quality standards by its attainment dates. The AQMP is the region's plan for improving air quality in the region. It addresses CAA and CCAA requirements and demonstrates attainment with State and federal ambient air quality standards. The AQMP is prepared by 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 Basin must demonstrate that daily construction and operational emissions thresholds, as established by the SCAQMD, 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.

LEGEND:

South Coast Air Basin

State of California

SOURCE: California Air Resources Board, State and Local Air Monitoring Network Plan, October 1998

Approx. Scale

N

0 75 150 Miles

taha

East Los Angeles College Facilities Master Plan Update
Supplemental Environmental Impact Report

taha 2009-037

LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 4.2-1

SOUTH COAST AIR BASIN

The 2007 AQMP was adopted by the SCAQMD on June 1, 2007. The 2007 AQMP proposes attainment demonstration of the federal $PM_{2.5}$ standards through a more focused control of SO_X, directly-emitted $PM_{2.5}$, and NO_X supplemented with VOC by 2015. The eight-hour ozone control strategy builds upon the $PM_{2.5}$ strategy, augmented with additional NO_X and VOC reductions to meet the standard by 2024. The 2007 AQMP also addresses several 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 2007 AQMP is consistent with and builds upon the approaches taken in the 2003 AQMP. However, the 2007 AQMP highlights the significant amount of reductions needed and the urgent need to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the time frames allowed under the CAA.

Toxic Air Contaminants. The SCAQMD has a long and successful history of reducing air toxics and criteria emissions in the South Coast Air Basin (Basin). SCAQMD has an extensive control program, including traditional and innovative rules and policies. These policies can be viewed in the SCAQMD's Air Toxics Control Plan for the Next Ten Years (March 2000). To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study (MATES-III), conducted by the SCAQMD.[7] The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. MATES-III found that the average cancer risk in the region from carcinogenic air pollutants ranges from about 870 in a million to 1,400 in a million, with an average regional risk of about 1,200 in a million.

Global Climate Change

In response to growing scientific and political concern with global climate change, California has recently adopted a series of laws to reduce emissions of GHGs into the atmosphere. In September 2002, Assembly Bill (AB) 1493 was enacted, requiring the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the State. California Governor Arnold Schwarzenegger announced, on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels.

In response to the Executive Order, the Secretary of the California Environmental Protection Agency created the Climate Action Team (CAT), which, in March 2006, published the Climate Action Team Report to Governor Schwarzenegger and the Legislature (2006 CAT Report). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce climate change GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies.

Assembly Bill 32. In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB 32, into law. AB 32 focuses on reducing GHG emissions in California, and requires the CARB to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to statewide levels in 1990 by 2020. To achieve this goal, AB 32 mandates that the CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. Because the intent of AB

[7]SCAQMD, *Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-III)*, September 2008.

32 is to limit 2020 emissions to the equivalent of 1990, and the present year (2009) is near the midpoint of this timeframe, it is expected that the regulations would affect many existing sources of GHG emissions and not just new general development projects. Senate Bill (SB) 1368, a companion bill to AB 32, requires the California Public Utilities Commission and the California Energy Commission to establish GHG emission performance standards for the generation of electricity. These standards will also apply to power that is generated outside of California and imported into the State.

AB 32 charges the CARB with the responsibility to monitor and regulate sources of GHG emissions in order to reduce those emissions. On June 1, 2007, the CARB adopted three discrete early action measures to reduce GHG emissions. These measures involved complying with a low carbon fuel standard, reducing refrigerant loss from motor vehicle air conditioning maintenance, and increasing methane capture from landfills. On October 25, 2007, the CARB tripled the set of previously approved early action measures. The approved measures include improving truck efficiency (i.e., reducing aerodynamic drag), electrifying port equipment, reducing perfluorocarbons from the semiconductor industry, reducing propellants in consumer products, promoting proper tire inflation in vehicles, and reducing sulfur hexaflouride emission from the non-electricity sector. The CARB has determined that the total statewide aggregated greenhouse gas 1990 emissions level and 2020 emissions limit is 427 million metric tons of CO_2e. The 2020 target reductions are currently estimated to be 174 million metric tons of CO_2e.

The CARB AB 32 Scoping Plan contains the main strategies to achieve the 2020 emissions cap. The Scoping Plan was developed by the CARB with input from the Climate Action Team and proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve the environment, reduce oil dependency, diversify energy sources, and enhance public health while creating new jobs and improving the State economy. The GHG reduction strategies contained in the Scoping Plan include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. The measures in the Scoping Plan adopted by the Board will be developed and put in place by 2012.

The CARB has also developed the greenhouse gas mandatory reporting regulation, which required reporting beginning on January 1, 2008 pursuant to requirements of AB 32. The regulations require reporting for certain types of facilities that make up the bulk of the stationary source emissions in California. The regulation language identifies major facilities as those that generate more than 25,000 metric tons of CO_2 per year. Cement plants, oil refineries, electric generating facilities/providers, co-generation facilities, and hydrogen plants and other stationary combustion sources that emit more than 25,000 metric tons of CO_2 per year, make up 94 percent of the point source CO_2 emissions in California.

CEQA Guideline Amendments. California Senate Bill (SB) 97 required the Governor's Office of Planning and Research (OPR) to develop CEQA guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions." The CEQA Guideline amendments take effect March 18, 2010 and provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. Noteworthy revisions to the CEQA Guidelines include:

- Lead agencies should quantify all relevant GHG emissions and consider the full range of project features that may increase or decrease GHG emissions as compared to the existing setting;
- Consistency with the CARB Scoping Plan is not a sufficient basis to determine that a project's GHG emissions would not be cumulatively considerable;
- A lead agency may appropriately look to thresholds developed by other public agencies, including the CARB's recommended CEQA thresholds;
- To qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project. General compliance with a plan, by itself, is not mitigation;
- The effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis; and

- Given that impacts resulting from GHG emissions are cumulative, significant advantages may result from analyzing such impacts on a programmatic level. If analyzed properly, later projects may tier, incorporate by reference, or otherwise rely on the programmatic analysis.

Senate Bill 375. California Senate Bill (SB) 375, passed September 30, 2008, provides a means for achieving AB 32 goals through regulation of cars and light trucks. SB 375 aligns three critical policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve greenhouse gas emissions reductions targets for the transportation sector. SB 375 establishes a process for CARB to develop the GHG emissions reductions targets for each region (as opposed to individual local governments or households). CARB must take certain factors into account before setting the targets, such as considering the likely reductions that will result from actions to improve the fuel efficiency of the Statewide fleet and regulations related to the carbon content of fuels (low carbon fuels). CARB must also convene a Regional Targets Advisory Committee, which includes representation from the League of California Cities, California State Association of Counties, metropolitan planning organizations, developers, planning organizations and other stakeholder groups. Furthermore, before setting the targets for each region, CARB is required to exchange technical information with the Metropolitan Planning Organizations (MPOs) for that region and with the affected air district. SB 375 provides that the MPOs may recommend a target for its region.

SB 375 relies upon regional planning processes already underway in the 17 MPOs in the State to accomplish its objectives. The provisions related to GHG emissions only apply to the MPOs in the State, which includes 37 of the 58 counties. Most notably, the measure requires the MPO to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP), which sets forth a vision for growth for the region taking into account the transportation, housing, environmental, and economic needs of the region. The SCS is the blueprint by which the region will meet its GHG emissions reductions target if there is a feasible way to do so.

SB 375 indirectly addresses another longstanding issue: single purpose State agencies. The new law will require the cooperation of CARB, the California Transportation Commission (CTC), the California Department of Transportation (Caltrans) and the State Department of Housing and Community Development (HCD). For example, SB 375 takes a first step to counter this problem by connecting the Regional Housing Needs Allocation (RHNA) to the transportation planning process. While these State agencies will be involved in setting the targets and adopting new guidelines, local governments and the MPOs will not only provide input into setting the targets, but will serve as the lead on implementation. Member cities and counties working through their MPOs are tasked with development of the new integrated regional planning and transportation strategies designed to meet the GHG targets.

SB 375 also includes a provision that applies to all regional transportation planning agencies in the State that recognizes the rural contribution towards reducing GHGs. More specifically, the bill requires regional transportation agencies to consider financial incentives for cities and counties that have resource areas or farmland, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system, farm to market, and interconnectivity transportation needs. An MPO or county transportation agency shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute towards the GHG emissions reductions targets by implementing policies for growth to occur within their cities.

SB 375 uses California Environmental Quality Act (CEQA) streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. Cities and counties that find the CEQA streamlining provisions attractive have the opportunity (but not the obligation) to align their planning decisions with the decisions of the region.

SB 375 provides more certainty for local governments and developers by framing how AB 32's reduction goal from transportation for cars and light trucks will be established. It should be noted, however, that SB 375 does not prevent CARB from adopting additional regulations under its AB 32 authority. However, based on the degree of consensus around SB 375 and early indications from CARB, such actions are not anticipated in the foreseeable future.

CARB Guidance. The CARB has published draft guidance for setting interim GHG significance thresholds (October 24, 2008). The guidance is the first step toward developing the recommended Statewide interim thresholds of significance for GHG emissions that may be adopted by local agencies for their own use. The guidance does not attempt to address every type of project that may be subject to CEQA, but instead focuses on common project types that are responsible for substantial GHG emissions (i.e., industrial, residential, and commercial projects). The CARB believes that thresholds in these important sectors will advance climate objectives, streamline project review, and encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the State.

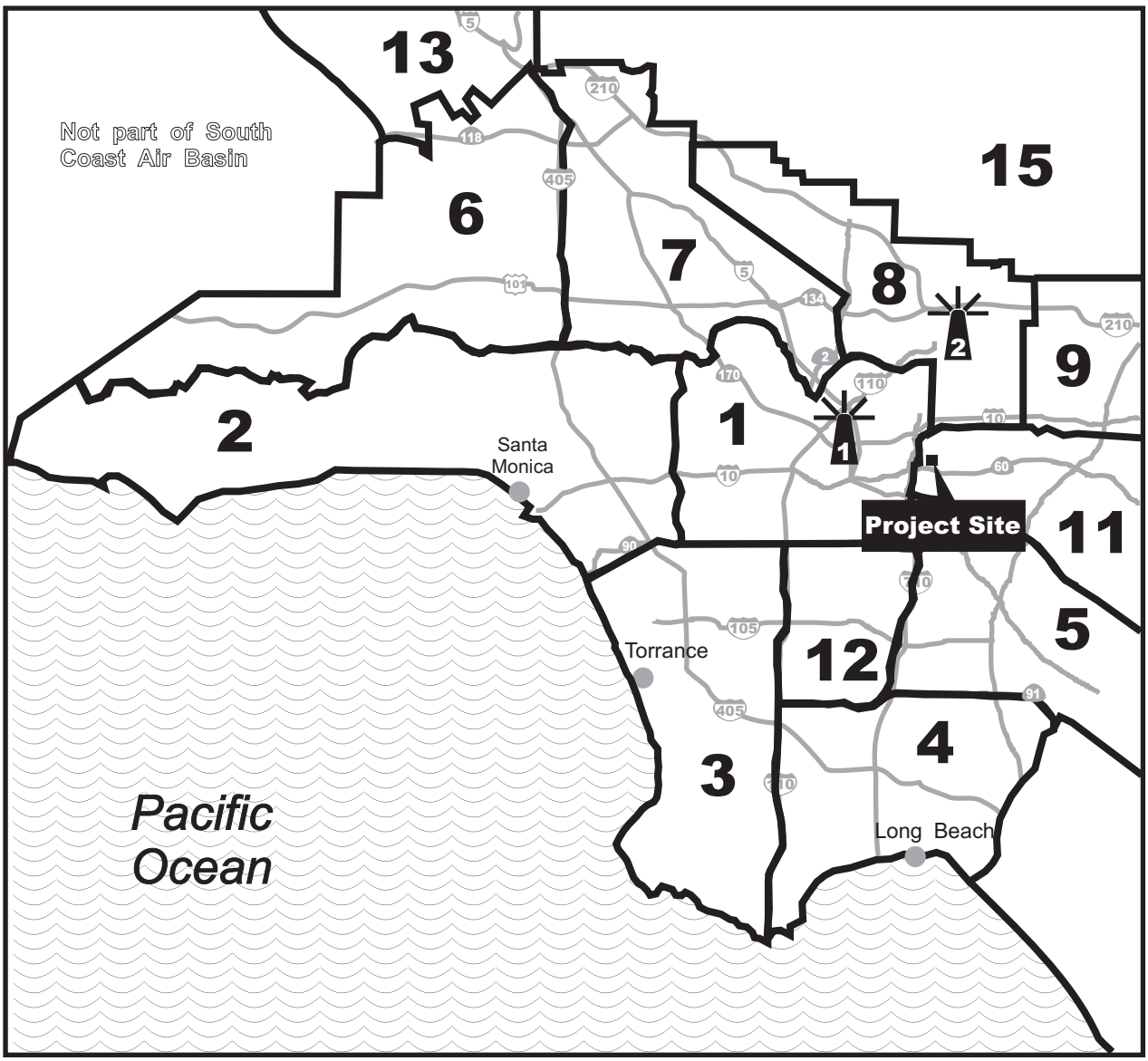
SCAQMD Guidance. The SCAQMD has convened a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. Members of the working group include government agencies implementing CEQA and representatives from various stakeholder groups that will provide input to the SCAQMD staff on developing GHG CEQA significance thresholds. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. The SCAQMD has not adopted guidance for CEQA projects under other lead agencies.

Local Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 locations throughout the Basin. The project site is located in SCAQMD's South San Gabriel Air Monitoring Subregion. The nearest, most representative monitoring station is the Pasadena Monitoring Station, located approximately eight miles north of the project site (**Figure 4.2-2**). Historical data from the Pasadena Monitoring Station were used to characterize existing conditions in the vicinity of the project area. Criteria pollutants monitored at the Pasadena Monitoring Station include O_3, CO, $PM_{2.5}$, and NO_2. However, the Pasadena Monitoring Station does not monitor SO_2 and PM_{10} levels. The next most representative monitoring station is the Downtown Los Angeles Monitoring Station. Historical data from the Downtown Los Angeles Monitoring Station was used to characterize existing SO_2 and PM_{10} levels.

Table 4.2-2 shows pollutant levels, the State and federal standards, and the number of exceedances recorded at the relevant monitoring station compared to the San Gabriel Valley General Forecast Area (Forecast Area) from 2006 to 2008, which consists of the West San Gabriel Valley, East San Gabriel Valley, Pomona/Walnut Valley and South San Gabriel Valley Monitoring Areas.

The CAAQS for the criteria pollutants are also shown in the table. As **Table 4.2-2** indicates, criteria pollutants CO, NO_2, and SO_2 did not exceed the CAAQS during the 2006 to 2008 period. The one-hour State standard for O_3 was exceeded 13 to 25 times during this period, and the eight-hour State standard for O_3 was exceeded 21 to 26 times during this period. The 24-hour State standard for PM_{10} was exceeded four times during 2006 and 2007 and three times during 2008. The annual State standard for $PM_{2.5}$ was exceeded each year. When compared to the Forecast Area, the Pasadena Monitoring Station has recorded similar concentrations for O_3, CO, NO_2, $PM_{2.5}$, PM_{10}, and SO_2.



LEGEND: 1 Los Angeles Monitoring Station 2 Pasadena Monitoring Station

Air Monitoring Areas in Los Angeles County:

1. Central Los Angeles
2. Northwest Coastal
3. Southwest Coastal
4. South Coastal
5. Southeast Los Angeles County
6. West San Fernando Valley
7. East San Fernando Valley
8. West San Gabriel Valley
9. East San Gabriel Valley
10. Pomona/Walnut Valley (not shown)
11. South San Gabriel Valley
12. South Central Los Angeles
13. Santa Clarita Valley
15. San Gabriel Mountains

APPROX. SCALE

N

0 3.0 6.0 9.0 MILES

SOURCE: South Coast Air Quality Management District Air Monitoring Areas Map, 1999

FIGURE 4.2-2

AIR QUALITY MONITORING AREAS

TABLE 4.2-2: 2006-2008 AMBIENT AIR QUALITY DATA IN THE PROJECT VICINITY

Pollutant	Pollutant Concentration & Standards	Pasadena and Downtown Los Angeles Monitoring Stations /a/			San Gabriel Valley General Forecast Area /b,c/		
		Number of Days Above State Standard					
		2006	2007	2008	2006	2007	2008
Ozone	Maximum 1-hr Concentration (ppm)	0.15	0.15	0.12	0.15	0.15	0.13
	Days > 0.09 ppm (State 1-hr standard)	25	13	16	22	15	22
	Maximum 8-hr Concentration (ppm)	0.12	0.10	0.10	0.12	0.11	0.10
	Days > 0.07 ppm (State 8-hr standard)	24	21	26	20	21	31
Carbon Monoxide	Maximum 1-hr concentration (ppm)	4	3	3	3	4	3
	Days > 20 ppm (State1-hr standard)	0	0	0	0	0	0
	Maximum 8-hr concentration (ppm)	2.8	2.4	2.1	2.3	2.4	2.0
	Days > 9.0 ppm (State 8-hr standard)	0	0	0	0	0	0
Nitrogen Dioxide	Maximum 1-hr Concentration (ppm)	0.12	0.09	0.11	0.11	0.11	0.11
	Days > 0.18 ppm (State 1-hr standard)	0	0	0	0	0	0
PM_{10}	Maximum 24-hr concentration ($\mu g/m^3$)	59	78	66	59	78	66
	Estimated Days > 50 $\mu g/m^3$ (24-hr standard)	4	4	3	4	4	3
$PM_{2.5}$	Annual Arithmetic Mean ($\mu g/m^3$)	13	14	13	15	16	14
	Exceed State Standard (12 $\mu g/m^3$)?	Yes	Yes	Yes	Yes	Yes	Yes
Sulfur Dioxide	Maximum 24-hr Concentration (ppm)	0.01	0.01	<0.01	0.01	0.01	<0.01
	Days > 0.04 ppm (State 24-hr standard)	0	0	0	0	0	0

/a/ O_3, CO, NO_2, and $PM_{2.5}$, data were obtained from the Pasadena Monitoring Station and SO_2 and PM_{10} data were obtained from the Downtown Los Angeles Monitoring Station.

/b/ The San Gabriel Valley General Forecast Area includes West San Gabriel Valley, East San Gabriel Valley, Pomona/Walnut Valley, and South San Gabriel Valley air monitoring areas of the SCAQMD.

/c/ An average of the maximum concentration of each criteria pollutant of the air monitoring areas of the San Gabriel Valley General Forecast Area was used to represent maximum concentrations in the General Forecast Area.

SOURCE: SCAQMD, *Historical Data by Year*, Available at: http://www.aqmd.gov/smog/historicaldata.htm, Accessed January 5, 2010.

Existing Carbon Monoxide Concentrations at Project Area Intersections

There is a direct relationship between traffic/circulation congestion and CO impacts since exhaust fumes from vehicular traffic are the primary source of CO. 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 in areas directly adjacent to congested roadway intersections.

SCAQMD defines the ambient CO level as the highest reading over the past three years. A review of data from the Pasadena Monitoring Station for the 2006 to 2008 period indicates that the one- and eight-hour background concentrations are approximately 4 and 2.8 ppm, respectively. Accordingly, the existing background concentrations do not exceed the State one- and eight-hour CO standards of 20 and 9.0 ppm, respectively.

Existing CO concentrations were modeled at intersections near the project site. The study intersections were selected to be representative of the project area and were based on traffic volume to capacity (V/C) ratio and the traffic level of service (LOS) as indicated in the traffic analysis. The intersections were selected because they represent the busiest or most congested intersections analyzed in the traffic analysis.

The selected intersections are as follows:

- Ford Boulevard/I-710 Northbound On-Ramp – PM Peak Hour

- Bleakwood Avenue and Floral Drive – AM Peak Hour
- Bleakwood Avenue and Floral Drive – PM Peak Hour
- 1st Street/SR 60 Westbound Off-Ramp and Atlantic Boulevard – AM Peak Hour
- 1st Street/SR 60 Westbound Off-Ramp and Atlantic Boulevard – PM Peak Hour

At each intersection, traffic-related CO contributions were added to background CO conditions. Traffic CO contributions were estimated using the USEPA CAL3QHC dispersion model, which utilizes traffic volume inputs and CARB EMFAC2007 emissions factors. Consistent with the California Department of Transportation (Caltrans) CO protocol, receptors for the analysis were located three meters (approximately ten feet) from each intersection corner. Existing conditions at the study intersections are shown in **Table 4.2-3**. One-hour CO concentrations would be range from approximately 4 to 5 ppm and eight-hour CO concentrations range from approximately 3.0 to 3.2 ppm. Presently, none of the study intersections exceed the State one- and eight-hour CO standards of 20 and 9.0 ppm, respectively.

TABLE 4.2-3: EXISTING CARBON MONOXIDE CONCENTRATIONS /a/

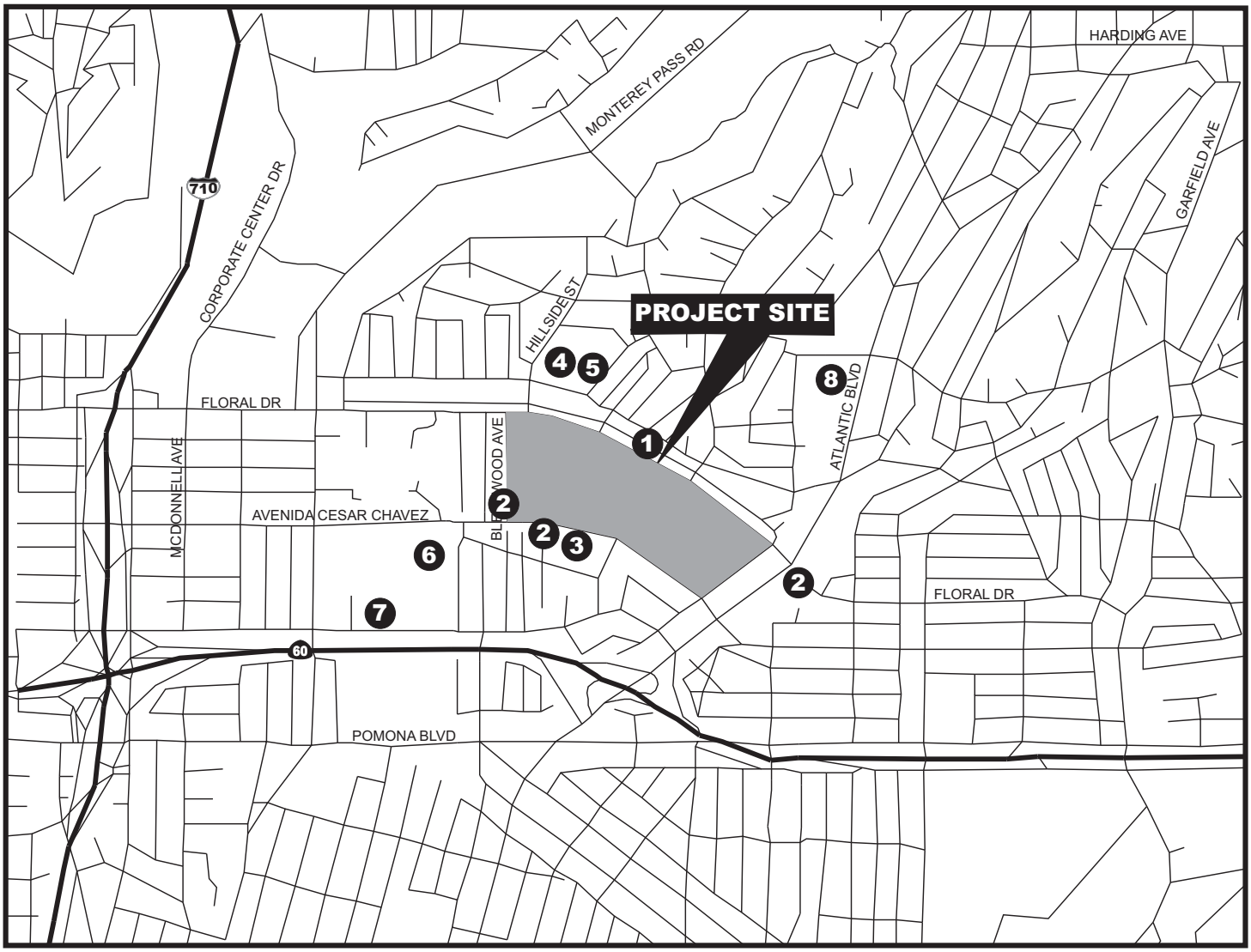
Intersection	1-hour (parts per million)	8-hour (parts per million)
Ford Boulevard/I-710 Northbound On-Ramp – PM Peak Hour	4	3.1
Bleakwood Avenue and Floral Drive – AM Peak Hour	4	3.0
Bleakwood Avenue and Floral Drive – PM Peak Hour	4	3.0
1st Street/SR 60 Westbound Off-Ramp and Atlantic Boulevard – AM Peak Hour	5	3.2
1st Street/SR 60 Westbound Off-Ramp and Atlantic Boulevard – PM Peak Hour	5	3.2
State Standard	**20**	**9.0**

/a/ All concentrations include one- and eight-hour ambient concentrations of 4 and 2.8 ppm, respectively.
SOURCE: TAHA, 2010.

Sensitive Receptors

Off-Site Receptors. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following typical groups who are most likely to be affected by air pollution: children under 14, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive receptor distances presented below are measured from the nearest construction activity. As shown in **Figure 4.2-3**, sensitive receptors include the following:

- Single- and multi-family residences located approximately 65 feet to the north
- Single-family residences located approximately 65 feet to the west
- Single-family residences located approximately 110 feet to the south
- Robert Hill Lane Elementary School located approximately 120 feet to the south
- Brightwood Elementary School located approximately 525 feet to the north
- Sunnyslopes Park located approximately 540 feet to the north
- Single-family residences located approximately 790 feet to the east
- Belvedere Park located approximately 795 feet to the southwest
- Morris K. Hamasaki Elementary School located approximately 1,690 feet to the southwest
- St. Thomas Aquinas School located approximately 1,695 feet to the northeast



LEGEND:

Project Site

Sensitive Receptors

1. Single- and Multi-Family Residences
2. Single-Family Residences
3. Robert Lane Hill Elementary School
4. Brightwood Elementary School
5. Sunnyslopes Park
6. Belvedere Park
7. Morris K. Hamasaki Elementary School
8. St. Thomas Aquinas School

SOURCE: TAHA, 2009

FIGURE 4.2-3

AIR QUALITY SENSITIVE RECEPTOR LOCATIONS

The above sensitive receptors represent the nearest sensitive receptors with the potential to be impacted by the proposed project. Additional sensitive receptors are located in the surrounding community and may be impacted by the proposed project.

On-Site Receptors. A Child Development Center is located at the southwest border of the campus on Bleakwood Avenue and Avenida Cesar Chavez. The Center includes an outdoor play area on the northeast side of the building. The Center monitors children ages three to ten, and children up to fourth grade during the Fall and Spring only. The Center maintains business hours from 7:30 a.m. to 8:00 p.m.

PREVIOUSLY DISCLOSED IMPACTS

The Final EIR for the 1998 Facilities Master Plan concluded that construction activity would result in a significant regional PM_{10} impact. Mitigation Measures AQ1 through AQ12 were included to reduce fugitive dust emissions but the mitigated impact remained significant and unavoidable. The Master Plan EIR did not find any other impacts related to air quality.

The Addendum for the 2004 Facilities Master Plan Update concluded that no unavoidable significant impacts would occur with regard to air quality. No additional mitigation measures were required.

THRESHOLDS OF SIGNIFICANCE

Construction Phase Significance Criteria

The proposed project would have a significant impact if:

- Daily regional and localized construction emissions were to exceed SCAQMD construction emissions thresholds for VOC, NO_X, CO, SO_X, $PM_{2.5}$, or PM_{10}, as presented in **Table 4.2-4**;
- The proposed project would generate significant emissions of TACs; and/or
- The proposed project would create an odor nuisance.

TABLE 4.2-4: SCAQMD DAILY CONSTRUCTION EMISSIONS THRESHOLDS

Criteria Pollutant	Regional Emissions (Pounds Per Day)	Localized Emissions (Pounds Per Day) /a/
Volatile Organic Compounds (VOC)	75	--
Nitrogen Oxides (NO_X)	100	83
Carbon Monoxide (CO)	550	673
Sulfur Oxides (SO_X)	150	--
Fine Particulates ($PM_{2.5}$)	55	4
Particulates (PM_{10})	150	5

/a/ The analysis assumed a one-acre project site and a 25-meter (82-foot) receptor distance.
SOURCE: SCAQMD, 2010.

Operations Phase Significance Criteria

The proposed project would have a significant impact if:

- Daily regional and localized operational emissions were to exceed SCAQMD operational emissions thresholds for VOC, NO_X, CO, SO_X, $PM_{2.5}$, or PM_{10}, as presented in **Table 4.2-5**;

TABLE 4.2-5: SCAQMD DAILY OPERATIONAL EMISSIONS THRESHOLDS

Criteria Pollutant	Regional Emissions (Pounds Per Day)	Localized Emissions (Pounds Per Day) /a/
Volatile Organic Compounds (VOC)	55	--
Nitrogen Oxides (NO_X)	55	83
Carbon Monoxide (CO)	550	673
Sulfur Oxides (SO_X)	150	--
Fine Particulates ($PM_{2.5}$)	55	1
Particulates (PM_{10})	150	1

/a/ The analysis assumed a one-acre project site and a 25-meter (82-foot) receptor distance.
SOURCE: SCAQMD, 2010.

- Project-related traffic causes CO concentrations at study intersections to violate the CAAQS for either the one- or eight-hour period. The CAAQS for the one- and eight-hour periods are 20 and 9.0 ppm, respectively;
- The proposed project would generate significant emissions of TACs;
- The proposed project would create an odor nuisance;
- The proposed project would not be consistent with the AQMP; and/or
- The proposed project would not comply with regional and local greenhouse gas regulations and policies.

IMPACTS

Methodology

Construction Emissions. This air quality analysis is consistent with the methods described in the SCAQMD *CEQA Air Quality Handbook*, as well as the updates to the *CEQA Air Quality Handbook*, as provided on the SCAQMD website.[8] Regional and localized construction emissions were analyzed to determine impacts. The proposed project would consist of a number of smaller, similarly-sized construction projects occurring simultaneously. A worst-case scenario was developed based on overlapping construction activity that would produce the greatest emissions for each criteria pollutant. Equipment mixes for individual construction sites were based on SCAQMD's *Sample Construction Scenarios for Projects Less than Five Acres in Size* methodology. Other construction assumptions (maximum daily acres graded, vehicle miles traveled, etc.) were based on assumptions used in SCAQMD's URBEMIS2007.

Construction emissions (i.e., demolition, grading, building construction, and finishing) were calculated using formulas published by the SCAQMD and USEPA. Heavy-duty truck and worker vehicle emission rates were obtained from the EMFAC2007 model. Equipment emission factors were obtained from the

[8]SCAQMD, *Air Quality Analysis Guidance Handbook,* Available at: http://www.aqmd.gov/ceqa/hdbk.html, Accessed December 1, 2009.

OFFROAD2007 model. Refer to Air Quality Appendix for the calculation sheets that include detailed information on construction assumptions.

The localized construction emissions analysis is based on conservative assumptions developed using the guidelines published by the SCAQMD in the Localized Significance Methodology for CEQA Evaluations (SCAQMD Localized Significance Threshold (LST) Guidance Document). Construction grading assumptions were based on the conservative assumptions found in URBEMIS2007 for the maximum daily area disturbed by grading and excavation activities (25% of the total area to be disturbed). Based on that assumption, the proposed project was found to disturb, at most, one acre of land per day. LSTs were developed based on the one acre sample scenario published by the SCAQMD, and sensitive receptor distances were assumed to be worst case at 25 meters (82 feet).

Operational Emissions. Regional and localized operations emissions were also calculated using the URBEMIS2007 model, with operational LSTs developed using SCAQMD's Localized Significance Threshold Guidance Document. Localized CO emissions were calculated utilizing the USEPA CAL3QHC dispersion model and the CARB EMFAC2007 model. EMFAC2007 is the latest emission inventory model for motor vehicles operating on roads in California. This model reflects the CARB's current understanding of how vehicles travel and how much they pollute. The EMFAC2007 model can be used to show how California motor vehicle emissions have changed over time and are projected to change in the future. CAL3QHC is a model developed by USEPA to predict CO and other pollutant concentrations from motor vehicle emissions at roadway intersections. The model uses a traffic algorithm for estimating vehicular queue lengths at signalized intersections.

Greenhouse Gas Emissions. The California Climate Action Registry (CCAR) published version 3.1 of its General Reporting Protocol (Protocol) in January 2009 as a means for businesses, government agencies, and non-profit organizations to calculate greenhouse gas (GHG) emissions from a number of general and industry-specific activities and participate in the CCAR. This Protocol is not intended for CEQA purposes, but it does provide methods that can be used to quantify the GHG emissions of CO_2, methane CH_4, and nitrous oxide N_2O associated with a project's increase in on-road mobile vehicle operations, electricity consumption, and natural gas consumption.

The consumption of fossil fuels to generate electricity and to provide heating and hot water for the proposed project, as well as the consumption of fuel by on-road mobile vehicles associated with the proposed project, has the potential to create GHG emissions. The future fuel consumption rates for the proposed project by these sources are estimated based on the amount of proposed development. Natural gas and electricity demand were obtained from Section 7.0 (Effects Determined Not to Be Significant of the Draft Environmental Impact Report). The proposed project would result in a water demand of approximately 640,000 gallons per day (gpd). Electricity and natural gas usage are analyzed in this section using GHG emission factors from the CCAR Protocol. These emissions factors are then applied to the respective consumption rates, to calculate annual GHG emissions in metric tons. Mobile source CO_2 emissions were obtained from the URBEMIS2007 emissions inventory model. Mobile source CH_4 and N_2O emissions were obtained using vehicle miles traveled data generated by URBEMIS2007 and emission factors obtained from the CARB's EMFAC2007 model.

California's water infrastructure uses energy to collect, move, and treat water; dispose of wastewater; and power the large pumps that move water throughout the State. California consumers also use energy to heat, cool, and pressurize the water they use in their homes and businesses. Together these water-related energy uses annually account for roughly 20 percent of the State's electricity consumption, one-third of non-power plant natural gas consumption, and about 88 million gallons of diesel fuel consumption. The California Energy Commission has reported that the energy intensity of the water use cycle in Southern California is 12,700 kilowatt-hours per million gallons.

Construction Emissions

Regional Impacts. Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from grading activity. NO_X emissions would primarily result from the use of construction equipment. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release VOC. The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

It is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

Table 4.2-6 shows the maximum estimated daily emissions associated with on-site project-related construction activity. Daily construction emissions would exceed the SCAQMD regional significance threshold for VOC and NO_X. Regional construction emissions would result in a significant impact.

TABLE 4.2-6: DAILY CONSTRUCTION EMISSIONS - UNMITIGATED

	Pounds Per Day					
	VOC	**NO_X**	**CO**	**SO_X**	**$PM_{2.5}$ /a/**	**PM_{10} /a/**
Maximum Regional Total /b/	147	182	93	<1	10	21
Regional Significance Threshold	**75**	**100**	**550**	**150**	**55**	**150**
Exceed Threshold?	Yes	Yes	No	No	No	No
Maximum On-Site Total	147	176	87	<1	9	20
Localized Significance Threshold	**-- /c/**	**83**	**673**	**-- /c/**	**4**	**5**
Exceed Threshold?	**--**	Yes	No	**--**	Yes	Yes

/a/ Emissions for fugitive dust were adjusted to account for a 61 percent control efficiency associated with SCAQMD Rule 403.
/b/ Based on the draft construction schedule, maximum regional construction emissions for VOC, NO_X, CO, SO_X and $PM_{2.5}$ would occur in 2011 during construction of Student Success and Retention Center, Campus Student Center/Bookstore Complex, Classrooms G8 and H8 Modernization, and Math and Science Complex. Maximum regional construction emission for $PM_{2.5}$ would occur in 2014 during construction of Tennis Courts, Football and Soccer Fields.
/c/ SCAQMD has not developed localized significance methodology for VOC or SO_X.
SOURCE: TAHA, 2010.

Localized Impacts. Emissions for the localized construction air quality analysis of $PM_{2.5}$, PM_{10}, CO, and NO_2 were compiled using LST methodology required by the SCAQMD.[9] Localized on-site emissions were calculated using similar methodology to the regional emission calculations. LSTs were developed based upon the size or total area of the emissions source, the ambient air quality in each source receptor area, and the distance to the sensitive receptor. LSTs for CO and NO_2 were derived by using an air quality dispersion model to back-calculate the emissions per day that would cause or contribute to a

[9]The concentrations of SO_2 are not estimated because construction activities would generate a small amount of SO_X emissions. No State standard exists for VOC. As such, concentrations for VOC were not estimated.

violation of any ambient air quality standard for a particular source receptor area. Construction $PM_{2.5}$ and PM_{10} LSTs were derived using a dispersion model to back-calculate the emissions necessary to exceed a concentration equivalent to 50 $\mu g/m^3$ over five hours, which is the SCAQMD Rule 403 control requirement.

Table 4.2-6 shows the estimated daily localized emissions associated with on-site project-related construction activity. Daily construction emissions would exceed the SCAQMD localized significance thresholds for NO_X, $PM_{2.5,}$ and PM_{10}. Localized construction emissions would result in a significant impact at off-site sensitive receptors.

With respect to on-site sensitive receptors, localized construction emissions may impact the Child Development Center. **Table 4.2-7** shows the estimated daily localized emissions associated with construction activity nearest to the Child Development Center.[10] Fugitive dust from grading activity accounts for approximately 80 percent of PM_{10} emissions and approximately 50 percent of $PM_{2.5}$ emissions. Daily localized construction emissions would exceed the SCAQMD localized significance thresholds for $PM_{2.5}$ and PM_{10}. Localized construction emissions would result in a significant impact at the Child Development Center.

TABLE 4.2-7: DAILY LOCALIZED CONSTRUCTION EMISSIONS – ON-SITE SENSITIVE RECEPTORS

	Pounds Per Day					
	VOC	**NO_X**	**CO**	**SO_X**	**$PM_{2.5}$ /a/**	**PM_{10} /a/**
Child Development Center						
Maximum On-Site Total	6	49	26	<1	5	14
Localized Significance Threshold /b/	**-- /c/**	83	673	**-- /c/**	4	5
Exceed Threshold?	**--**	No	No	**--**	Yes	Yes

/a/ Emissions for fugitive dust were adjusted to account for a 61 percent control efficiency associated with SCAQMD Rule 403.
/b/ The analysis assumed a one-acre project site and a 25-meter (82-foot) receptor distance.
/c/ SCAQMD has not developed localized significance methodology for VOC or SO_X.
SOURCE: TAHA, 2010.

Toxic Air Contaminant Impacts. The greatest potential for TAC emissions during construction would be diesel particulate emissions associated with heavy-duty equipment operations. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given the short-term construction schedule of approximately 36 months, the proposed project would not result in a long-term (i.e., 70 years) source of TAC emissions. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period (36 out of 840 months), project-related construction TAC emission would result in a less-than-significant impact.

The Child Development Center would experience a localized impact during grading of the athletic areas. The majority of emissions would be related to fugitive dust, which is not a toxic air contaminant comparable to diesel particulate matter. Grading would occur over two to four weeks and a worst-case, conservative estimate of diesel particulate emissions is less than three pounds per day. TAC emissions would result in a less-than-significant impact at the Center based on the limited and short-term exposure.

[10]Construction occurring near to the Child Development Center would consist of the construction the tennis courts, football and soccer fields occurring in 2014.

However, mitigation is recommended to reduce diesel particulate matter exposure at the Child Development Center.

Odor Impacts. Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Proposed project construction would not cause an odor nuisance. Construction odors would result in a less-than-significant impact.

Operational Emissions

Regional Impacts. Long-term project emissions would be generated by mobile sources, area sources, such as natural gas combustion, and the proposed central plant facility. Motor vehicles trips would be the predominate source of long-term project emissions. According to the traffic report, the proposed project would generate a net increase of 4,633 daily vehicle trips. Regional emissions are shown in **Table 4.2-8**. Regional emissions would exceed the SCAQMD significance threshold for NO_X. Operation of the proposed project would result in a significant impact without mitigation.

TABLE 4.2-8: DAILY REGIONAL OPERATIONAL EMISSIONS

	Pounds per Day					
Emission Source	**VOC**	**NO_X**	**CO**	**SO_X**	**$PM_{2.5}$**	**PM_{10}**
Stationary Sources	5	33	73	<1	8	10
Mobile Sources	25	38	293	<1	14	73
Area Sources	2	2	3	<1	<1	<1
Total Emissions	32	73	369	<1	22	83
SCAQMD Threshold	**55**	**55**	**550**	**150**	**55**	**150**
Exceed Threshold?	No	Yes	No	No	No	No

SOURCE: TAHA, 2010.

Localized Impacts. Operational activity would generate localized emissions from operation of the proposed project's central plant facility. **Table 4.2-9** shows the estimated daily localized operational emissions associated with the central plant. Daily operational emissions would exceed the SCAQMD localized thresholds for $PM_{2.5}$, and PM_{10}. Localized operational emissions would result in a significant impact without mitigation.

TABLE 4.2-9: DAILY LOCALIZED OPERATIONAL EMISSIONS

	Pounds per Day					
Emission Source	**VOC**	**NO_X**	**CO**	**SO_X**	**$PM_{2.5}$**	**PM_{10}**
Total Emissions	5	33	73	<1	8	10
Localized Threshold /a/	**-- /b/**	**83**	**673**	**-- /b/**	**1**	**1**
Exceed Threshold?	No	No	No	No	Yes	Yes

/a/ Assumed a one-acre project site and a 25-meter (82-foot) receptor distance.
/b/ SCAQMD has not developed localized significance methodology for VOC or SO_X at this time.
SOURCE: TAHA, 2010.

CO concentrations in 2015 are expected to be lower than existing conditions due to stringent State and federal mandates for lowering vehicle emissions. Although traffic volumes would be higher in the future both without and with the implementation of the proposed project, CO emissions from mobile sources are expected to be much lower due to technological advances in vehicle emissions systems, as well as from normal turnover in the vehicle fleet. Accordingly, increases in traffic volumes are expected to be offset by increases in cleaner-running cars as a percentage of the entire vehicle fleet on the road.

The State one- and eight-hour CO standards may potentially be exceeded at congested intersections with high traffic volumes. An exceedance of the State CO standards at an intersection is referred to as a CO hotspot. The SCAQMD recommends a CO hotspot evaluation of potential localized CO impacts when V/C ratios are increased by two percent at intersections with a LOS of D or worse. SCAQMD also recommends a CO hotspot evaluation when an intersection decreases in LOS by one level beginning when LOS changes from C to D.

Based on the traffic study, the selected intersections are as follows:

- Ford Boulevard/I-710 Northbound On-Ramp – PM Peak Hour
- Bleakwood Avenue and Floral Drive – AM Peak Hour
- Bleakwood Avenue and Floral Drive – PM Peak Hour
- 1st Street/SR 60 Westbound Off-Ramp and Atlantic Boulevard – AM Peak Hour
- 1st Street/SR 60 Westbound Off-Ramp and Atlantic Boulevard – PM Peak Hour

The USEPA CAL3QHC micro-scale dispersion model was used to calculate CO concentrations for 2015 conditions. CO concentrations at the analyzed intersections are shown in **Table 4.2-10**. One-hour CO concentrations under project conditions would be approximately 4 ppm at worst-case sidewalk receptors. Eight-hour CO concentrations under project conditions would range from approximately 2.2 to 2.4 ppm. The State one- and eight-hour standards of 20 and 9.0 ppm, respectively, would not be exceeded at the analyzed intersections. Localized CO concentrations would result in a less-than-significant impact.

TABLE 4.2-10: 2009 AND 2015 CARBON MONOXIDE CONCENTRATIONS /a/

	1-hour (parts per million)			8-hour (parts per million)		
Intersection	**Existing (2009)**	**Pre-Project (2015)**	**Project (2015)**	**Existing (2009)**	**Pre-Project (2015)**	**Project (2015)**
Ford Boulevard/I-710 Northbound On-Ramp – PM Peak Hour	4	4	4	3.1	2.2	2.2
Bleakwood Avenue and Floral Drive – AM Peak Hour	4	4	4	3.0	2.2	2.2
Bleakwood Avenue and Floral Drive – PM Peak Hour	4	4	4	3.0	2.2	2.3
1st Street/SR 60 Westbound Off-Ramp and Atlantic Boulevard – AM Peak Hour	5	4	4	3.2	2.3	2.3
1st Street/SR 60 Westbound Off-Ramp and Atlantic Boulevard – PM Peak Hour	5	4	4	3.2	2.4	2.4
State Standard	**20**			**9.0**		

/a/ Existing concentrations include year 2009 one- and eight-hour ambient concentrations of 4 and 2.8 ppm, respectively. No Project and Project concentrations include year 2015 one- and eight-hour ambient concentrations of 3 and 2.1 ppm, respectively.
SOURCE: TAHA, 2010.

The proposed project includes a four-story parking structure which would be built on the south side of the campus (Lot No. 4). This parking structure would be approximately 470,000 square feet in size, and would provide 1,574 parking stalls. A localized CO analysis was completed to identify potential impacts

associated with emissions generated by the proposed parking structure. One and eight-hour CO concentrations would be approximately 3 and 2.1 ppm, respectively. The State one- and eight-hour standards of 20 and 9.0 ppm, respectively, would not be exceeded. Parking activity would result in a less-than-significant air quality impact.

Toxic Air Contaminant Impacts. The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops) and has provided guidance for analyzing mobile source diesel emissions. The proposed project would develop institutional land uses on the project site. The institutional land uses would not be anticipated to generate a substantial number of daily truck trips. The primary source of potential TACs associated with project operations is diesel particulate from delivery trucks (e.g., truck traffic on local streets and on-site truck idling). Typically less than ten heavy-duty trucks (e.g., delivery trucks) would access the project site on a daily basis, and the trucks that do visit the site would not idle on-site for extended periods of time. Based on the limited activity of these TAC sources, the proposed project would not warrant the need for a health risk assessment associated with on-site activities, and potential TAC impacts are expected to be less than significant.

The proposed project would include a math and science complex. The complex would include teaching laboratories with hazardous chemicals and fume hoods. Chemical use associated with teaching is typically low intensity with associated low emission rates. Laboratories and fume hoods would be permitted under the appropriate agencies (e.g., SCAQMD) and would include necessary control measures (e.g., scrubbers). The project would also result in minimal emissions from the use of consumer products (e.g., aerosol sprays). It was expected that the proposed project would not release substantial amounts of TACs, and no significant impact on human health would occur.

Demolition activity would potentially expose human receptors to airborne asbestos. All construction activities in the jurisdiction of the SCAQMD are required to comply with SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). Rule 1403 specifies work practice requirements to limit asbestos emissions from building demolition activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings. Potential exposure to asbestos would result in a less-than-significant impact.

Odor Impacts. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The project site would be developed as an educational land use and not a land use that is typically associated with odor complaints. On-site trash receptacles would have the potential to create adverse odors. Trash receptacles would be located and maintained in a manner that promotes odor control and no adverse odor impacts are anticipated from these types of land uses. Trash receptacles would be serviced daily by a contractor and trash would not be stored on the project site. Laboratory activities in the math and science complex may result in noticeable odors. These odors are typically localized and would be contained within the project site. In addition, air quality control measures included during the permitting process would likely assist in controlling odors. Odors would result in a less-than-significant impact.

Air Quality Management Plan Consistency. The 2007 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Growth considered to be consistent with the 2007 AQMP would not interfere with attainment because this growth is included in the projections

utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2008 RTP, implementation of the 2007 AQMP would not be obstructed by such growth. The Monterey Park General Plan Land Use Element designates the ELAC campus as a public facility. The ELAC campus is zoned R-1 (single-family residential). The Zoning Code does not contain an institutional designation. Institutional uses are permitted in residential zones with a conditional use permit. In December 2004, when an addendum for the 2004 Facilities Master Plan Update was approved, the Board of Trustees adopted a zoning exemption for the Facilities Master Plan to eliminate the zoning inconsistency of the ELAC campus. The proposed project would be consistent with the growth assumptions utilized in the AQMP, and the proposed project would have a less-than-significant impact related to consistency with the 2007 AQMP.

Global Climate Change Impacts. Generally, an individual project cannot generate enough GHG emissions to influence global climate change because it is the increased accumulation of GHGs which may result in global climate change. However, an individual project may contribute an incremental amount of GHG emissions that could combine with other emission sources to create concentrations of GHG that could influence climate change. For most projects, the main contribution of GHG emissions is from motor vehicles, but how much of those emissions are "new" is uncertain. New projects do not create new drivers, and therefore, do not create a new mobile source of emissions. Rather, new projects only redistribute the existing traffic patterns. Larger projects will certainly affect a larger geographic area, but again, would not necessarily cause the creation of new drivers. Some mixed-use, urban infill, and mass transit projects could actually reduce the number of vehicle miles traveled.

Worldwide population growth and the consequent use of energy is the primary reason for GHG emission increases. The market demand for goods and services and the use of land is directly linked to population changes and economic development trends within large geographies (e.g., regional, national, worldwide). Individual site-specific projects have a negligible effect on these macro population-driven and growth demand factors. Whether an individual site-specific project is constructed or not has little effect on GHG emissions. This is because the demand for goods and services in question would be provided in some other location to satisfy the demands of a growing population if not provided on the project site. The only exception to this basic relationship between population growth, development, energy consumption and GHG emissions would occur if the site-specific project (1) embodied features that were not typical of urban environment or developing communities, and (2) generated a disproportionate amount of vehicle miles of travel or had other unique and disproportionately high fuel consumption characteristics. The proposed project does not fall within these exceptions.

LACCD has developed a sustainability Program to reduce climate change impacts. The sustainability program includes the following elements:

- Leadership in Energy and Environment Design (LEED) certification for buildings funded with at least 50 percent bond dollars;
- Retrofitting buildings with energy saving elements for maximum efficiency;
- Installing innovative features including low-flush toilets and waterless urinals, which reduce water consumption and wastewater;
- Installing artificial turf to reduce their dependence on water to maintain the fields;
- Using innovative landscaping designs such as drought-tolerant and native plants to reduce water consumption to levels appropriate for the arid Southern California climate;
- Spearheading efforts to encourage vendors/companies into producing sustainable products;
- Using newly-established environmentally-friendly techniques, such as mixing fly-ash with concrete, during the construction process; and
- A Renewable Energy Plan that includes the installation of enough photovoltaic (solar) panels, wind turbines and geo-thermal energy on site at each of its nine colleges to produce enough electricity to meet all electricity needs.

The following GHG emissions are conservative estimates based on URBEMIS2007 and the California Climate Action Registry's *General Reporting Protocol*. LACCD sustainability program would reduce emissions. However, the emission reductions are difficult to quantify and are not included in the following analysis. A worst-case analysis indicated that construction activity would generate 1,990 tons of GHG emissions over the 36-month period. Operational GHG emissions are shown in **Table 4.2-11**. GHG emissions were calculated from mobile sources, natural gas usage, and electricity generation. A worst-case operational analysis indicated that the proposed project would result in CO_2e emissions of 29,296 tons per year, which represents 0.00006 percent of Statewide emissions.

TABLE 4.2-11: ANNUAL GREENHOUSE GAS EMISSIONS

Source	Carbon Dioxide Equivalent (Tons per Year)
Proposed Project Emissions	29,296
2004 California GHG Emissions Inventory /a/	**528,820,000 /b/**

/a/ CARB, DRAFT California Greenhouse Gas Inventory (Millions of Metric Tonnes of CO2 Equivalent) – By IPCC Category, November 19, 2007.
/b/ Metric tonnes provided by the CARB were converted into tons to allow for the appropriate comparison.
SOURCE: TAHA, 2010.

The State has mandated a goal of reducing State-wide emissions to 1990 levels by 2020, even though State-wide population and commerce is predicted to grow substantially. To help meet this goal the California Climate Action Team recommended strategies that could be implemented by lead agencies to reduce GHG emissions. The proposed project would comply with these strategies which include increasing building energy efficiency and reducing HFC use in air conditioning systems. The implementation of the proposed project would not result in an unplanned level of development and does not represent a substantial new source of GHG emissions. In addition, the Vocational/General Classroom Building, the Student Success and Retention Center, and the Campus Student Center/Bookstore Complex would all be LEED-certified resulting in increased energy efficiency and a reduction in associated GHG emissions compared to standard development. Based on the above analysis, global climate change and GHG emissions would result in a less-than-significant impact.

MITIGATION MEASURES

Mitigation measures are numbered sequentially following previously identified mitigation measures prescribed in the Final EIR for the 1998 Facilities Master Plan and the Addendum for the 2004 Facilities Master Plan Update.

Construction

AQ13 Water or a stabilizing agent shall be applied to exposed surfaces at least two times per day to prevent generation of dust plumes.

AQ14 The construction contractor shall utilize at least one or more of the following measures at each vehicle egress from the project site to a paved public road in order to effectively reduce the migration of dust and dirt offsite:

- Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long;
- Pave the surface extending at least 100 feet and at least 20 feet wide;
- Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or

- Install a wheel washing system to remove bulk material from tires and vehicle undercarriages.

AQ15 All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).

AQ16 Construction activity on unpaved surfaces shall be suspended when wind speed exceed 25 miles per hour (such as instantaneous gusts).

AQ17 Heavy-duty equipment operations shall be turned off while idling longer than five minutes. Contractor shall use electric or natural gas powered vehicles/equipment where practical.

AQ18 Ground cover in disturbed areas shall be replaced as quickly as possible.

AQ19 A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to PM_{10} generation.

AQ20 A non-toxic soil stabilizers shall be applied to all inactive construction areas according to manufacturers' specifications (previously graded areas inactive for ten days or more).

AQ21 Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.

AQ22 Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, water sweepers with reclaimed water shall be used.

AQ23 Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.

AQ24 Contractors shall utilize electricity from the electrical grid rather than temporary diesel or gasoline generators, as feasible.

AQ25 Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.

AQ26 All diesel powered construction equipment in use shall require control equipment that meets at a minimum Tier III emissions requirements. In the event Tier III equipment is not available, diesel powered construction equipment in use shall require emissions control equipment with a minimum of Tier II diesel standards.

AQ27 The construction contractor shall coordinate with Child Development Center staff to ensure that children present at the Center would be limited to indoor activities during periods when diesel equipment activity is operated at the tennis court, football and soccer field construction site.

AQ28 Architectural coatings shall be purchased from a super-compliant architectural coating manufacturer as identified by the SCAQMD (http://www.aqmd.gov/prdas/brochures/ Super-Compliant_AIM.pdf).

AQ29 Spray equipment with high transfer efficiency, such as the electrostatic spray gun or manual coatings application (e.g., paint brush and hand roller), shall be used to reduce VOC emissions, to the maximum extent feasible.

Operations

AQ30 Staff and students shall be provided with information on public transportation options near East Los Angeles College.

AQ31 Preferred parking shall be established for alternatively-fueled vehicles.

AQ32 Charging stations shall be supplied for electric vehicles.

AQ33 A ride sharing program shall be implemented to increase carpooling opportunities.

LEVEL OF IMPACT AFTER MITIGATION

Construction

Implementation of Mitigation Measures **AQ13** through **AQ22** would reduce $PM_{2.5}$ and PM_{10} emissions during construction of the project. Implementation of Mitigation Measure **AQ23** would reduce engine emissions by approximately five percent. Implementation of Mitigation Measures **AQ24** through **AQ26**, while difficult to quantify, would also reduce construction emissions. Implementation of Mitigation Measure **AQ27** would minimize air pollution exposure at the Child Development Center. Mitigation Measures **AQ28** and **AQ29** would reduce VOC emissions during the architectural coating activity by approximately 96 percent to a less-than-significant level. As demonstrated in **Table 4.2-12**, mitigated construction regional emissions would continue to exceed the SCAQMD regional threshold for NO_X. Regional construction emissions would result in an unavoidable, significant air quality impact.

TABLE 4.2-12: DAILY CONSTRUCTION EMISSIONS – MITIGATED

	Pounds Per Day					
	VOC	**NO_X**	**CO**	**SO_X**	**$PM_{2.5}$ /a/**	**PM_{10} /a/**
Maximum Regional Total /b/	21	164	85	<1	9	21
Regional Significance Threshold	**75**	**100**	**550**	**150**	**55**	**150**
Exceed Threshold?	No	Yes	No	No	No	No
Maximum On-Site Total /b/	20	158	79	<1	8	20
Localized Significance Threshold	**-- /c/**	**83**	**673**	**-- /c/**	**4**	**5**
Exceed Threshold?	**--**	Yes	No	**--**	Yes	Yes

/a/ Emissions for fugitive dust were adjusted to account for a 61 percent control efficiency associated with SCAQMD Rule 403.
/b/ Based on the draft construction schedule, maximum construction emissions for VOC, NO_X, CO, SO_X and $PM_{2.5}$ would occur in 2011 during construction of Student Success and Retention Center, Campus Student Center/Bookstore Complex, Classrooms G8 and H8 Modernization, and Math and Science Complex. Maximum construction emission for $PM_{2.5}$ would occur in 2014 during construction of Tennis Courts, Football and Soccer Fields.
/c/ SCAQMD has not developed localized significance methodology for VOC or SO_X.
SOURCE: TAHA, 2010.

Table 4.2-12 shows the estimated daily localized emissions associated after mitigation. Daily construction emissions would continue to exceed the SCAQMD localized significance thresholds for NO_X, $PM_{2.5,}$ and PM_{10} emissions even after mitigation. Mitigated localized emissions would also exceed the significance thresholds at the Child Development Center. Localized construction emissions would result in an unavoidable significant air quality impact.

Operation

Although difficult to quantify, Mitigation Measures **AQ30** through **AQ33** would reduce operational emissions. Approximately 80 percent of VOC and CO emissions would result from mobile sources. A large portion (45%) of operational NO_X emissions would be generated by the proposed project's central plant. The central plant facility is a high-efficiency heating, cooling and electricity generating station for the campus. The facility includes design features meant to reduce emissions, such as low NO_X burners for the boilers and ultra-low emission micro turbines. Its operation would help reduce campus demands on the existing energy grid. While difficult to quantify, operation of the central plant would help reduce overall regional operational emissions, as maintenance on much larger and more expensive generators and energy transfer lines would not be necessary to power the proposed project. In addition, the central plant would provide heating and cooling for campus buildings, improving the overall energy efficiency of the proposed project. Nonetheless, operational emissions would still exceed the SCAQMD regional significance threshold for NO_X, and localized significance thresholds for $PM_{2.5}$ and PM_{10}. Operation of the proposed project would result in an unavoidable significant air quality impact.

4.3 CULTURAL RESOURCES

This section summarizes the findings of a Cultural Resources Assessment prepared by BCR Consulting (Appendix C). The report addresses the potential impacts on cultural resources, including historical and Native American resources that could occur from the proposed project.

ENVIRONMENTAL SETTING

Historic Resources

Pre-1965 Buildings. Structures that are at least 45 years old may be eligible for status as an historic resource by virtue of their age. A field survey of the project site revealed that there are 10 structures that are at least 45 years old, buildings E3, E5, F5 and G5 were constructed in 1958, buildings H5, H6, H7 and H8 were constructed in 1961, and buildings G6 and G8 were constructed in 1963. **Figure 4.3-1** shows the location of these buildings. Building F5 is a two-story, concrete building with a flat roof, and the remaining nine buildings are single-story, stucco buildings with flat roofs.

Native American Resources

The Tongva Native Americans inhabited the land that is now the City of Monterey Park prior to the immigration of Spanish settlers. The Tongva established large, permanent villages in the fertile lowlands along rivers and streams and in sheltered areas along the coast, stretching from the foothills of the San Gabriel Mountains to the Pacific Ocean.

The Native American Heritage Commission (NAHC) was consulted as a means of determining the presence of Native American resources on the project site. A Sacred Lands File search was conducted by the Commission, and it did not indicate the presence of Native American cultural resources within one-half mile of the project area.[1]

PREVIOUSLY DISCLOSED IMPACTS

The Final EIR for the 1998 Facilities Master Plan concluded that no unavoidable significant impacts would occur with regard to cultural resources. No historical or prehistoric archaeological sites were located within a one-half-mile radius of the campus. No State or National historic places or points of interest were located within the area, and a search conducted by the California Native American Heritage Commission failed to indicate the presence of any Native American cultural resources in the immediate project area. In addition, no buildings of historic value were identified.

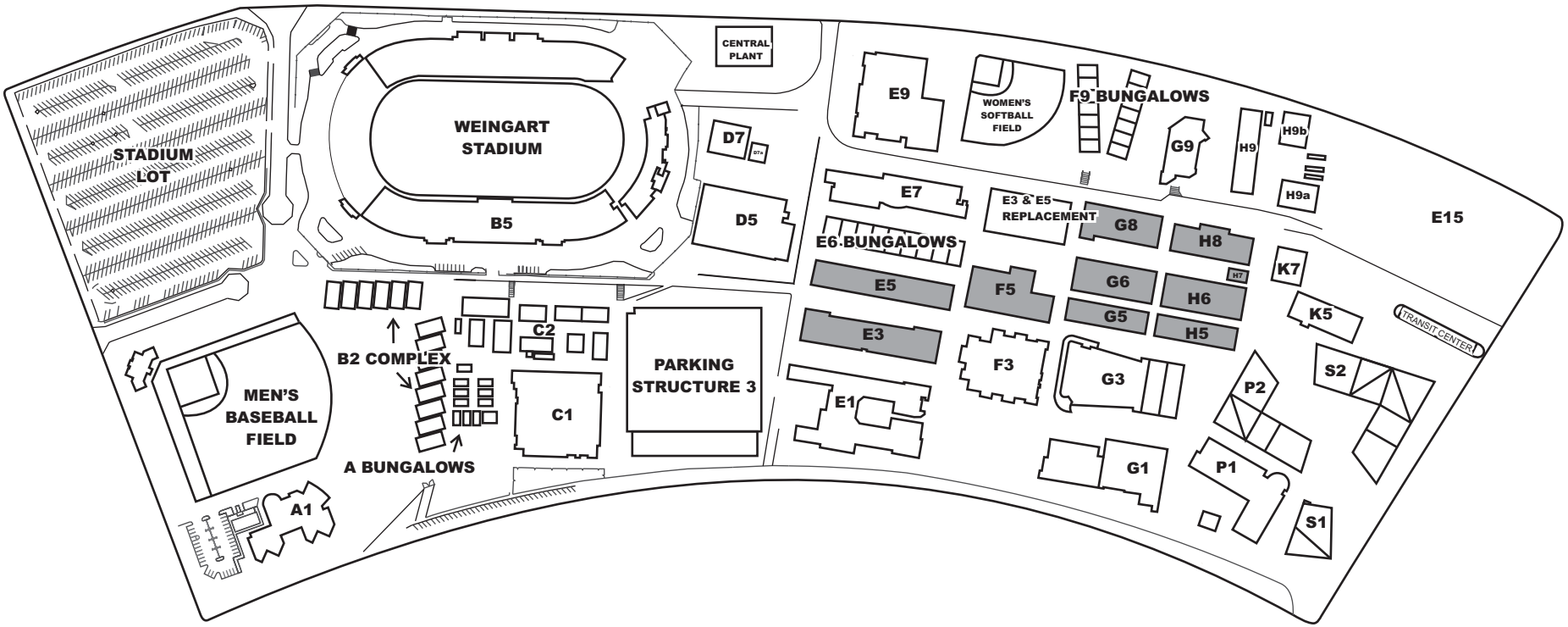
The Addendum for the 2004 Facilities Master Plan Update concluded that no unavoidable significant impacts would occur with regard to cultural resources since no cultural resources exist on-site.

THRESHOLDS OF SIGNIFICANCE

The proposed project would have a significant impact on cultural resources if the project would:

- Disturb any human remains, including those interred outside of formal cemeteries; and/or
- Cause a substantial change in the significance of a historical resource.

[1]BCR Consulting, *Cultural Resources Assessment Historic Buildings at East Los Angeles College, Monterey Park, Los Angeles County, California*, December 11, 2009.



LEGEND: Pre-1965 Buildings

A1	Child Development Center	**E7**	Technology Center	**G6**	Physics	**K5**	Classrooms
B5	Weingart Stadium/Sheriffs Office	**E9**	Women's Gym	**G8**	Classrooms	**K7**	Classrooms
C1	Men's Gym/Fitness Center	**E15**	Parking Lot 4	**G9**	Nursing	**P1**	Auto Technology
C2	Classrooms	**F3**	Bailey Library	**H5**	Earth Science	**P2**	Performing Arts Complex
D5	Swim Stadium	**F5**	English & Math Lab	**H6**	Life Science	**S1**	Vincent Price Art Gallery
D7	Faculty Office	**G1**	Administration	**H7**	Lecture Hal	**S2**	Fine Arts Complex
E1	Student Services Center	**G3**	Ingalls Auditorium	**H8**	Chemistry		
E3/E5	Classrooms	**G5**	Home Economics	**H9**	Plant Facilities		

SOURCE: 2009 East Los Angeles College Facilities Master Plan Update

FIGURE 4.3-1

PRE-1965 BUILDINGS

A resource is considered to be historically significant if the resource meets one or more of the California Register of Historical Resources criteria for eligibility, is listed in a local historic register, or is deemed significant in an historical resource survey. According to the California Register eligibility criteria, a significant historical resource is one which:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; and/or
- Has yielded, or may be likely to yield, information in prehistory or history.

IMPACTS

Historic Resources

Pre-1965 Buildings. The Cultural Resources Report revealed that there are 10 buildings at least 45 years old. An architectural field survey was conducted to evaluate the historic significance of these buildings. The field survey concluded that the architectural themes for each of the buildings are typical of Post-World War II public school design, which is primarily based on a one-story rectangular plan with flat or gently-pitched roofs, open corridors between buildings and rows of horizontally oriented windows. The buildings are a result of growth common throughout the region during the period, as well as continuing growth of the campus, which continues to this day and has not adhered to any historical themes as an integrated resource. As such, the buildings are not associated with any events significant to local, State or national history. The buildings were not found to be associated with any individuals who have been notable in local, State or national history. The buildings were designed and built using a ubiquitous and utilitarian mid-century modern style commonly utilized at public educational institutions. Therefore, they do not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important person. Additionally, an inspection of the buildings concluded that they are not likely to yield information important to prehistory or history. None of the 10 buildings are considered eligible for the California Register. Therefore, the proposed project would not result in a significant impact related to cultural resources.

Native American Resources

According to the NAHC, no Native American cultural resources are present in the immediate project area. Although the absence of site-specific information does not preclude the existence of buried cultural resources in the project area, the site is an area that is fully developed and has been previously graded. It is unlikely that Native American resources would be encountered during ground-disturbing activities, such as grading, grubbing, and vegetation clearing. Therefore, the proposed project would not result in a significant impact related to Native American resources.

MITIGATION MEASURES

No potential significant impacts have been identified, therefore, no mitigation measures are required.

LEVEL OF IMPACT AFTER MITIGATION

Impacts associated with cultural resources are considered less-than-significant without mitigation.

4.4 LAND USE AND PLANNING

This section examines the proposed project to determine whether it is consistent with local and/or regional land use plans and policies, and analyzes potential conflicts between existing and proposed land uses on-site and in surrounding areas. Local policies for land use and development regulate the types of uses allowed, as well as the intensity of development permitted on private property. As new development results in changes to land use patterns, the character of the area can be affected and physical impacts to the environment become a concern. The proposed project has been evaluated for consistency with the regional and local land use plans, including the City of Monterey Park General Plan and Zoning Ordinance.

ENVIRONMENTAL SETTING

The East Los Angeles College (ELAC) campus encompasses approximately 82 acres and is located in the City of Monterey Park, approximately five miles east of Downtown Los Angeles. The ELAC campus is bounded by Avenida Cesar Chavez to the south, Collegian Avenue to the east, Bleakwood Avenue to the west, and Floral Drive to the north. The major streets serving the campus are Avenida Cesar Chavez in the east-west direction and Atlantic Boulevard and Eastern and Garfield Avenues in the north-south direction. In addition, the Los Angeles Metropolitan Transportation Authority (Metro) Gold Line Atlantic Station, located one-half mile to the south of the ELAC campus, serves the area.

Table 4.4-1 shows the land use distribution for the City of Monterey Park. Residential uses account for the majority of land uses within the City (61 percent); commercial uses comprise 17 percent of land uses in the City; open Space has the third largest percentage of land use within the City at 11 percent; public facility uses comprise 7 percent of land uses; and employment/technology uses comprise 4 percent of the land uses within the City.

TABLE 4.4-1: LAND USE DISTRIBUTION FOR MONTEREY PARK

Type of Land Use/a/	Acreage	Percentage of Total Area
Residential		
Single-Family	1,886	45
Multi-Family	682	16
Commercial	552	17
Employment/Technology	171	4
Public Facilities	279	7
Open Space	439	11
Total	4,177	100

/a/ 1,078 acres of streets and right-of-way were omitted from the Land Uses
SOURCE: City of Monterey Park Land Use Plan, 1990.

The ELAC campus is located in a fully developed predominantly residential urban environment. The surrounding neighborhood consists primarily of residential land uses with commercial/retail uses along Atlantic Boulevard. Land uses to the immediate north of the ELAC campus consist primarily of multi-family residential units along College View Drive with single-family residences beyond. Land uses adjacent to the west of the ELAC campus consist of single-family residences. An elementary school and large multi-family residential development begins three blocks west of the campus. Land uses adjacent to the east of the ELAC campus along the Atlantic Boulevard frontage consist of seven large commercial/retail centers. Single-family residences extend to the east beyond the commercial frontage. Land uses to the immediate south of the ELAC campus consist primarily of two to three blocks of single- and multi-family residential units with the State Route 60 beyond.

ELAC is currently operating as a two-year community college. The college opened in 1945 and currently serves more than 20,000 students[1]. ELAC buildings are generally one- and two-story structures. Many of the buildings are more than 40 years old and require maintenance. Many of the buildings on the campus are classified as temporary structures. The campus academic area, located on the eastern side of the campus, includes the Dr. Helen Miller Bailey Library, classroom buildings, the Ingalls Auditorium, music buildings, the recently constructed Technology Center, the Performing and Fine Arts Center, the Administration building and Student Services Center. Temporary buildings are located within the academic area and are primarily used as classroom space. The Child Development Center is located at the southwest border of the campus on Bleakwood Avenue and Avenida Cesar Chavez.

Athletic and recreational facilities, which include the Swim Stadium, the Women's and Men's Gymnasium, and the Weingart Stadium, are located on the western and northern-central perimeter of the campus. In addition, the men's baseball field is located on the western side of the campus and is currently being used for surface parking. The recently constructed women's softball field is located on the northern-central perimeter of the campus, along Floral Drive. The campus police offices are located on the western side of campus within the Weingart Stadium. Two temporary buildings serve as storage for the Plant Facilities. The campus currently provides 3,639 parking spaces in five large lots, five medium-sized lots, and curbside parking.

Land Use Plans

Regional

SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan. The ELAC campus is located within the Southern California Association of Governments (SCAG) region. SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG) and Regional Transportation Plan (RTP) to serve as a framework to guide decision-making with respect to the growth and changes that can be anticipated by the year 2015 and beyond. At the regional level, the goals, objectives, and policies in the RCPG and RTP are used for measuring consistency with adopted plan. However, city and county governments have the authority and responsibility for land use and other critical planning decisions.

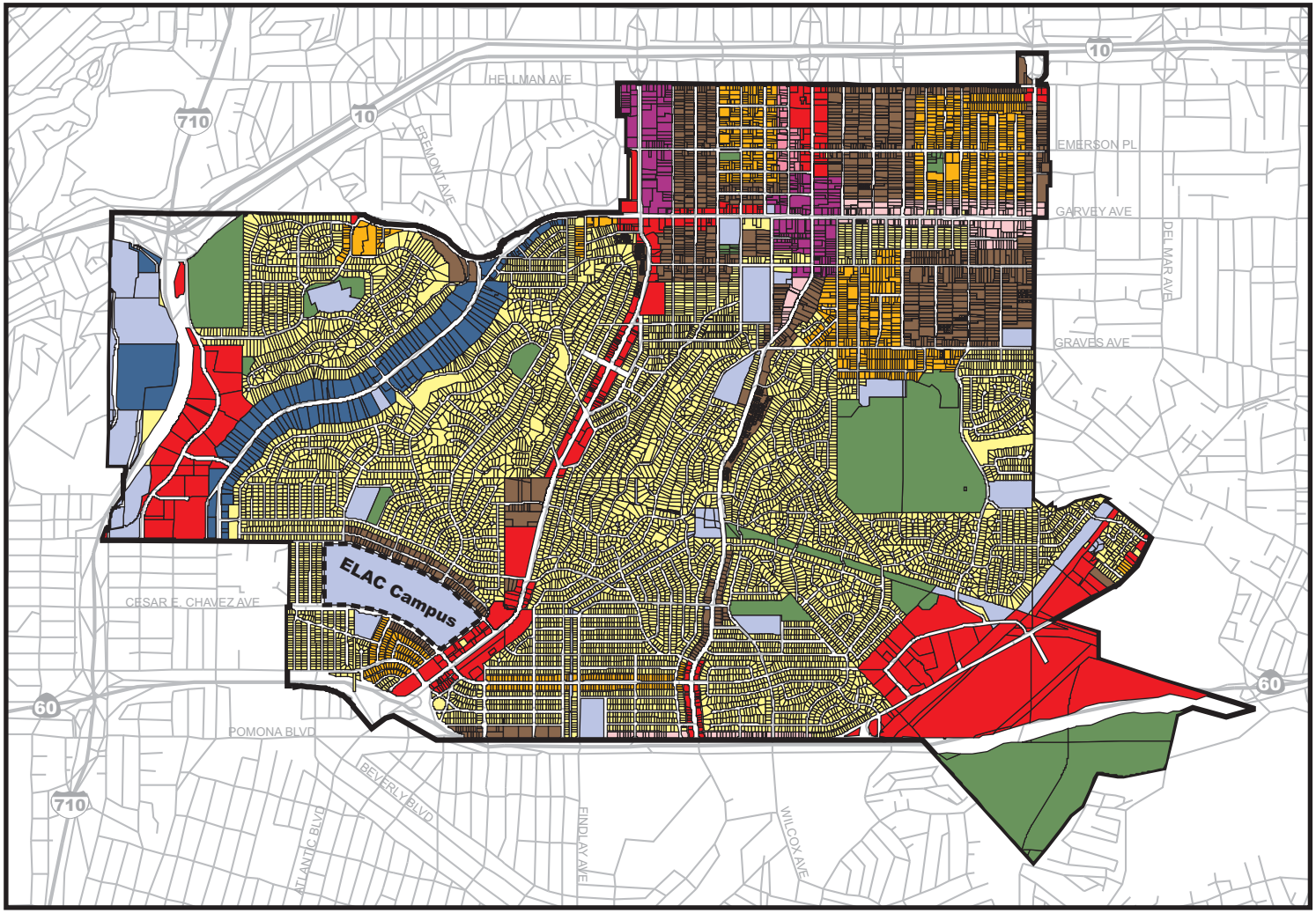
Local

City of Monterey Park General Plan. The ELAC campus lies within the adopted Monterey Park General Plan area. The most recent General Plan was adopted in 2001. It aims to set forth the framework to improve the City's quality of life and economic base through effective land use, housing, circulation and environmental management. The Land Use Element of the General Plan, adopted in November of 2001, sets forth the City's policies for guiding local development and growth, which together with the zoning code, shapes the land distribution.

City of Monterey Park Zoning Code. Title 21 of the City of Monterey Park Municipal Code contains the zoning designations and regulations for the City of Monterey Park. The purpose of the zoning code is to classify, designate, regulate and restrict the use of buildings, land and structures in order to permit the optimum use of land within the city; to serve the needs of residential, commercial and industrial developments within the city.

Figures 4.4-1 and **4.4-2** show the land uses and zoning designations for the ELAC campus, and surrounding City of Monterey Park.

[1]Student enrollment is calculated as *unduplicated headcount*, representing the actual number of students attending the college.



LEGEND:

- City of Monterey Park
- Project Site
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use I
- Mixed Use II
- Mixed Use III
- Employment / Technology
- Commercial
- Public Facilities
- Open Space

SOURCE: Monterey Park General Plan, 2001

APPROX. SCALE
0 1,650 3,300 FEET

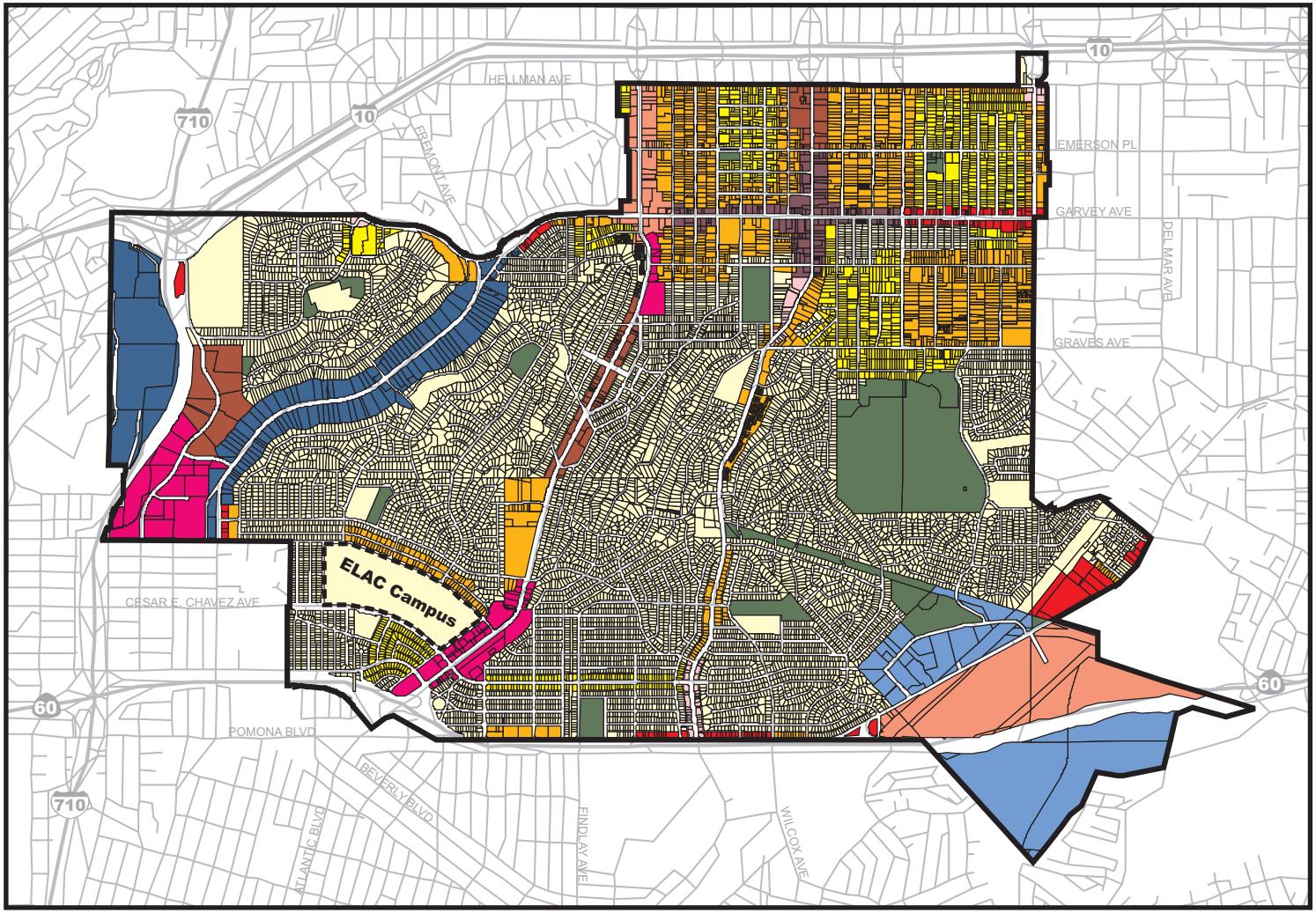
N

East Los Angeles College Facilities Master Plan Update
Supplemental Environmental Impact Report
LOS ANGELES COMMUNITY COLLEGE DISTRICT

taha 2009-037

FIGURE 4.4-1

GENERAL PLAN LAND USE



LEGEND:

City of Monterey Park

Project Site

R-1, Single-Family Residential

R-2, Medium-Multiple Residential

R-3, High-Density Residential

N-S, Neighborhood Shopping

S-C, Shopping Center

R-S, Regional Specialty Center

C-B, Central Business Commercial

C-P, Commercial/Professional

C-S, Commercial Services

O-P, Office Professional

M, Manufacturing

O-S, Open Space

APPROX. SCALE

0 1,650 3,300 FEET

N

SOURCE: Monterey Park General Plan, 2001

taha

taha 2009-037

East Los Angeles College Facilities Master Plan Update
Supplemental Environmental Impact Report

LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 4.4-2

ZONING

Under State law, buildings and facilities on Los Angeles Community College District (LACCD) campuses are generally subject to zoning limitations imposed by the local jurisdiction. However, by two-thirds vote of the LACCD Board of Trustees, the LACCD may elect to exempt facilities from local zoning regulations.

Land Use Designations. The Monterey Park General Plan Land Use Element designates the ELAC campus as a public facility. The adjacent land uses to the north as high-density residential, the adjacent land uses to the west are designated low-density residential, the adjacent land use to the south are designated low-, medium- and high-density residential, and the adjacent land uses to the east are designated as commercial.

Zoning Designations. The ELAC campus is zoned R-1 (single-family residential). The Zoning Code does not contain an institutional or educational designation. Institutional uses are permitted in residential zones with a conditional use permit. Height restrictions for the R-1 zone are 30 feet in height. In addition, Section 21.20.090 of the Zoning Code allows for buildings or structures on the ELAC campus to be built to a height of 50 feet or four stories, upon approval of a conditional use permit. On December 15, 2004, when the Addendum for the 2004 Facilities Master Plan Update was approved, the LACCD Board of Trustees adopted a zoning exemption for the Facilities Master Plan to eliminate the zoning inconsistency of the ELAC campus.[2] The adjacent land uses to the north are zoned R-3 (high-density residential), land uses to the west are zoned R-1, land uses to the south are zoned R-1 and R-2 (medium-multiple residential) and land uses to the east are S-C (shopping center).

Previously Disclosed Impacts

The Final EIR for the 1998 Facilities Master Plan concluded that no significant impacts would occur with regard to land use and planning and that no mitigation was required.

The Addendum for the 2004 Facilities Master Plan Update (2004 FMPU) concluded that mitigation was necessary to resolve the building height inconsistency of the new clock tower identified under the FMPU with the Monterey Park zoning Ordinance. The mitigation measure found that the zoning inconsistency would be resolved with a LACCD Board-approved zoning exemption allowed under State Government Code 53094. With implementation of Mitigation A-LU1, no significant impacts would occur with regard to land use.

THRESHOLDS OF SIGNIFICANCE

The proposed project would have a significant impact related to land use and planning if the project would:

- Physically divides an established community;
- Conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- Conflicts with any applicable Habitat Conservation Plan or Natural Community Conservation Plan.

[2]Los Angeles Community College District Board of Trustees, *Board Meeting Minutes*, December 15, 2004.

IMPACTS

Division of an Established Community

The ELAC campus has been an established major land use in the community since 1945. The proposed project would construct five new buildings, three campus marquee signs and a parking structure. The proposed project would not create new barriers or restrict pedestrian or vehicular circulation. These campus improvements would occur within the boundaries of the ELAC campus and would not physically divide the community. Therefore, no impact is anticipated related to the division of an established community from the proposed project.

Adopted Plans and Policies

The proposed project would be consistent with all applicable SCAG policies, as shown below in **Table 4.4-2**. Educational facilities are typically located in residential areas. The City of Monterey Park General Plan states that many schools are located in low density residential areas (as is ELAC). The ELAC campus does not conflict with the policies or goals of the General Plan Land Use Element. There is no indication that the proposed expansion and renovation of the ELAC campus would result in conflict as the proposed project does not involve a change in existing use. The college is updating its Facilities Master Plan with planned improvements that are consistent with the existing uses on campus. The proposed project does not include new uses that do not currently exist on the campus. Therefore, the planned projects in the 2009 Facilities Master Plan Update are compatible with the surrounding land uses and do not result in land use impacts.

While the site is zoned R-1 (single-family residential), the campus has operated as an institutional use since 1945. Institutional uses are permitted in residential zones with a conditional use permit.

In the R-1 Zone, illuminated signs are not permitted[3] and building heights should not exceed 30 feet in height. However, Section 21.20.090 of the Zoning Code allows for buildings or structures on the ELAC campus to be built to a height of 50 feet or four stories with a conditional use permit. The proposed project includes three illuminated marquee signs which would utilize Light-Emitting Diode (LED) display boards, and the proposed Student Success and Retention Center would exceed four stories in height. The LACCD has specific guidelines, B25, to ensure zoning consistency. The guidelines require that each college be required to comply with applicable zoning laws for the jurisdiction in which it is located. However, the guidelines also permit the Board of Trustees to take an exemption to remedy an inconsistency. The district guidelines use the authority granted in Section 53094 of the Government Code, which states that the governing board of a school district, by a vote of two-thirds of its members, may render a city or county zoning ordinance inapplicable to a proposed use of property by the school district. A zoning exemption was passed by the LACCD Board of Trustees on December 15, 2004 for the Facilities Master Plan. No additional action would be required for the 2009 Facilities Master Plan.

The project site is not within the jurisdiction of Habitat Conservation Plan or Natural Community Conservation Plan. Therefore the proposed project would be consistent with the applicable regional and local plans and policies, and no impact is anticipated.

[3]Monterey Park Municipal Code Section 21.50.100, Permitted Residential Signs, Sign Regulations.

TABLE 4.4-2: COMPARISON OF THE PROPOSED PROJECT TO SCAG REGIONAL POLICIES		
Policy Type and Goals	**Finding**	**Discussion**
REGIONAL COMPREHENSIVE PLAN AND GUIDE		
GROWTH MANAGEMENT CHAPTER		
3.01 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.	Not Applicable.	The proposed project would add additional students to the surrounding community and would not require SCAG forecasts to be used in land use planning for this project.
3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Consistent with this policy.	Adequate public facilities, transportation, and utilities infrastructure are in place for the proposed project and would not affect regional growth.
GROWTH MANAGEMENT POLICIES TO IMPROVE THE REGIONAL STANDARD OF LIVING		
3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	Consistent with this policy.	The project would make better use of existing facilities by utilizing existing vacant space and upgrading infrastructure.
3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	Consistent with this policy.	The project is an urban infill project and would utilize existing facilities and transportation infrastructure.
3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	Consistent with this policy.	The proposed project is an urban infill project and would not affect the economic vitality and competitiveness.
GROWTH MANAGEMENT POLICIES RELATED TO IMPROVE THE REGIONAL QUALITY OF LIFE		
3.12 Encourage existing or proposed local jurisdiction's 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.	Consistent with this policy.	The proposed project is an urban infill project and would not alter the existing land use.
3.13 Encourage local jurisdiction's plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	Consistent with this policy.	The proposed project is consistent with the City of Monterey Park General Plan to use the site for educational use.
3.14 Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.	Consistent with this policy.	The existing campus is an activity center for the community. The expansion of the campus would increase the density and development of the college and surrounding uses.
3.15 Support local jurisdictions strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.	Consistent with this policy.	The proposed project is located near the transit-oriented Metro Gold Line, State Route 60 and has four bus lines which allow a connection to the nearest Metro Gold Line Station at Atlantic Boulevard enabling regional connectivity.
3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	Consistent with this policy.	The proposed project would maximize the use of existing space, infrastructure, and public facilities and through infill.
3.17 Support and encourage settlement patterns, which contain a range of urban densities.	Not Applicable.	The proposed development is an urban infill project and would not induce settlement patterns.
3.18 Encourage planned development in locations least likely to cause environmental impact.	Not Applicable.	The proposed development is an infill project directed at improving educational service to the community. Since the site is located in an urbanized area, no natural areas would be affected.

TABLE 4.4-2: COMPARISON OF THE PROPOSED PROJECT TO SCAG REGIONAL POLICIES		
Policy Type and Goals	**Finding**	**Discussion**
3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.	Not Applicable.	The project site is located in an urbanized area which is devoid of such vital resources. Hence, no vital resources would be directly or indirectly affected by the proposed project.
3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	Consistent with this policy.	The project site has undergone prior environmental review that included a complete investigation into the potential presence of cultural and archaeological resources, and developed provisions to avoid any potential impacts.
3.22 Discourage development, or encourage the use of special design requirements in areas with steep slopes, high fire, flood, and seismic hazards.	Consistent with this policy.	The proposed development will be made Field Act compliant to safeguard against the threat to seismic hazards. The project site is not susceptible to high fire, flood, or slope hazards.
3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	Consistent with this policy.	This Supplemental EIR contains mitigation measures to reduce noise. Biological and ecological resources would not be affected by the proposed project. The proposed project would be built in accordance with all current earthquake standards and emergency plans would be submitted for approval to applicable agencies prior to operations.
GROWTH MANAGEMENT POLICIES RELATED TO SOCIAL, POLITICAL, AND CULTURAL EQUITY		
3.24 Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.	Not Applicable.	The proposed project would not supply housing.
3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	Consistent with this policy.	The proposed project would enhance educational facilities, provide additional parking facilities, and improve safety and reliability through upgraded infrastructure. All of these facilities would be of benefit to the communities they serve.
REGIONAL TRANSPORTATION PLAN		
4.01 Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.	Not Applicable	Transportation investments associated with the proposed project would be based on surrounding traffic conditions.
4.02 Transportation Investments shall mitigate environmental impacts to an acceptable level.	Consistent with this policy.	Transportation mitigation measures are included in this EIR to mitigate environmental impacts to acceptable levels. (see Section 4.6)
4.04 Transportation Control Measures shall be a priority.	Consistent with this policy.	The proposed project would utilize a variety of tools to minimize vehicular trips and promote alternative transportation modes.
4.16 Maintaining and operating the existing transportation system will be a priority over expanding capacity.	Consistent with this policy.	The proposed project is an infill project that would utilize the existing transportation system.

TABLE 4.4-2: COMPARISON OF THE PROPOSED PROJECT TO SCAG REGIONAL POLICIES

Policy Type and Goals	Finding	Discussion
AIR QUALITY CHAPTER CORE ACTIONS		
5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.	Consistent with this policy.	This policy is largely regional in scope. However, the proposed project would incorporate all applicable source reduction and control measures including Air Quality Management District Rule 403 - Fugitive Dust Control, and would strive to identify other programs and actions throughout the life of the proposed project so that options to command and control regulations can be assessed.
5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.	Consistent with this policy.	The interrelationship between air quality, land use, transportation, and economic relationships was considered throughout the analysis contained in this Supplemental EIR to ensure consistency and minimize conflicts.
OPEN SPACE CHAPTER ANCILLARY GOALS		
9.01 Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.	Consistent with this policy.	The proposed project contains additional athletic facilities to help meet the recreational needs of the students and surrounding community.
9.02 Increase the accessibility to open space lands for outdoor recreation.	Consistent with this policy.	The proposed project contains athletic facilities to help meet the recreational needs of the students and surrounding community.
9.03 Promote self-sustaining regional recreation resources and facilities.	Not Applicable	The proposed project would not contribute to or eliminate regional recreation resources.
9.04 Maintain open space for adequate protection of lives and properties against natural and man-made hazards.	Consistent with this policy.	The proposed project does not increase the risk to natural and man-made disasters and contains no-build setback zones that buffer areas of risk from buildings.
9.05 Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.	Not Applicable	The proposed project contains measures to minimize the risks of such potential hazards.
9.07 Maintain adequate viable resource production land, particularly lands devoted to commercial agriculture and mining operations.	Not Applicable	The project site does not contain resource production lands.
9.08 Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.	Not Applicable	The project site is located in an urbanized area which is devoid of such ecologically significant resources.
WATER QUALITY		

TABLE 4.4-2: COMPARISON OF THE PROPOSED PROJECT TO SCAG REGIONAL POLICIES

Policy Type and Goals	Finding	Discussion
11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	Consistent with this policy.	The ELAC campus is part of the LACCD Sustainable Building program which contains policies to reduce water consumption and wastewater discharges. The proposed project would to adhere to these policies.

SOURCE: SCAG, *Regional Comprehensive Plan and Guide and Regional Transportation Plan*, 1996 and 2001.

Land Use Compatibility

Land use compatibility is the degree to which a proposed land use is compatible with surrounding existing land uses. A final determination of compatibility is not an objective of the CEQA process. However, a decision regarding land use compatibility is based on numerous factors, many of which coincide with CEQA issue areas. The analysis of aesthetics, air quality, noise, cultural resources, and traffic and parking in particular, inform the lead agency about the potential effects to residents, students, and employees that would be present in the project area from existing adjacent uses. Please refer to Section 4.1 Aesthetics and Lighting, 4.2 Air Quality, 4.3 Cultural Resources, 4.5 Noise, and 4.6 Transportation and Traffic for the analysis of environmental impacts in these areas.

The proposed project is located in a predominantly residential area and has operated as an institutional use since 1945. The proposed project would increase the functional use of the campus and would enhance access and educational service to the surrounding community. The proposed project would result in a land use that is compatible with the surrounding residences and community scale commercial development. Therefore, the proposed project would result in no impact to land use compatibility.

MITIGATION MEASURES

No potential significant impacts have been identified, therefore, no mitigation measures are required.

LEVEL OF IMPACT AFTER MITIGATION

Impacts associated with land use and planning are considered less-than-significant without mitigation.

4.5 NOISE

This section evaluates noise and vibration levels associated with the implementation of the proposed project. The noise and vibration analysis in this section assesses: existing noise and vibration conditions at the project site and its vicinity, as well as short-term construction and long-term operational noise and vibration levels associated with the proposed project. Mitigation measures for significant impacts are recommended when appropriate to reduce noise and vibration levels. Supporting documentation is presented in Appendix D.

ENVIRONMENTAL SETTING

Noise Characteristics and Effects

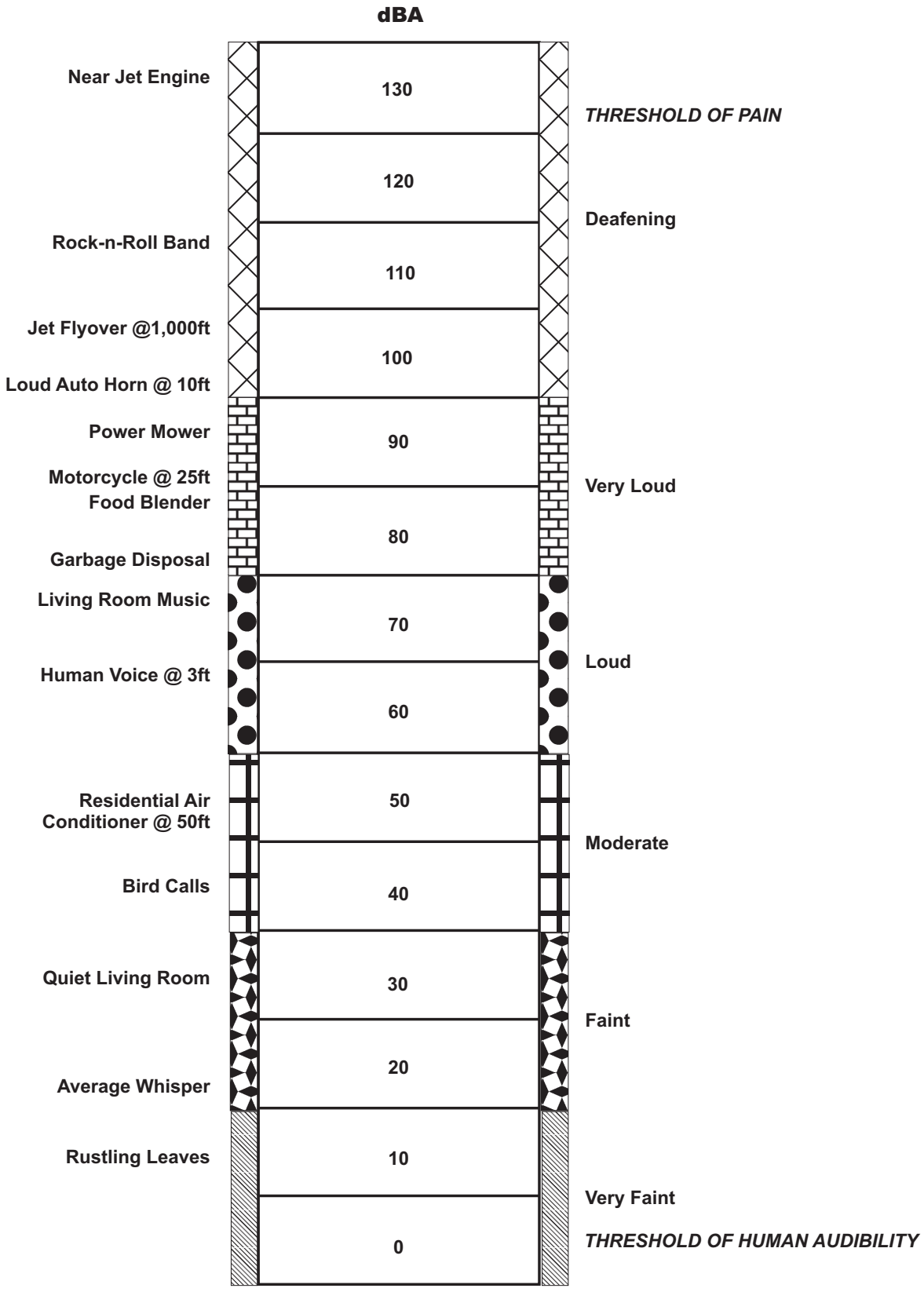
Characteristics of Sound. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted scale," abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. **Figure 4.5-1** provides examples of A-weighted noise levels from common sounds.

Noise Definitions. This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level (L_{eq}).

Community Noise Equivalent Level. CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

Equivalent Noise Level. L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

Effects of Noise. Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment range from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.



SOURCE: TAHA, 2010

East Los Angeles College Facilities Master Plan Update
Supplemental Environmental Impact Report

taha 2009-037

LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 4.5-1

A-WEIGHTED DECIBEL SCALE

Audible Noise Changes. Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and would likely evoke a community reaction. A 10-dBA increase is subjectively heard as a doubling in loudness and would cause a community response.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of the distance.

Generally, noise is most audible when traveling by direct line-of-sight.[1] Barriers, such as walls, berms, or buildings, that break the line-of-sight between the source and the receiver greatly reduce noise levels from the source since sound can only reach the receiver by bending over the top of the barrier (diffraction). Sound barriers can reduce sound levels by up to 20 dBA. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

Applicable Regulations. The City of Monterey Park has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise sensitive land uses. Title 9, Chapter 9.53 – Noise of the Monterey Park Municipal Code (MPMC) includes noise standards for residential, commercial and industrial zones within the City of Monterey Park. As stated in Section 9.53.040 – Noise Standards, "[t]he noise standard for each zone shall be the actual measured median ambient noise level or the following presumed ambient noise level, whichever is greater[.]" **Table 4.5.1** shows the noise standards for the City of Monterey Park.

TABLE 4.5-1: CITY OF MONTEREY PARK NOISE ZONE DESIGNATION AND LIMITS

Noise Zone	Designated Noise Zone Land Use (Receptor Property)	Time Interval	Noise Level Limit (dBA L_{eq})
I	Residential Properties	10:00 p.m. to 7:00 a.m. (nighttime) 7:00 a.m. to 10:00 p.m. (daytime)	50 55
II	Commercial Properties	10:00 p.m. to 7:00 a.m. (nighttime) 7:00 a.m. to 10:00 p.m. (daytime)	55 65
III	Industrial Properties	Anytime	70

SOURCE: Monterey Park Municipal Code, Title 9 Peace, Safety and Morals, Chapter 9.53 Noise, Section 9.53.040.

Regarding construction, the Monterey Park Municipal Code (MPMC) indicates that "construction or demolition work conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on Saturdays, Sundays and holidays" are exempt from the provisions of Title 9, Chapter 9.53 Noise of the MPMC.

Section 9.53.070 exempts activities conducted on public playgrounds, and public or private school grounds, including but not limited to, school athletics and school entertainment events.

[1]Line-of-sight is an unobstructed visual path between the noise source and the noise receptor.

The Federal Highway Administration (FHWA) has published noise abatement criteria for determining when to consider noise mitigation.[2] According to the FHWA, mitigation measures should be considered for schools if interior noise levels exceed 52 dBA L_{eq}.

Vibration Characteristics and Effects

Characteristics of Vibration. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment.

Vibration Definitions. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (Vdb) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration.[3]

Effects of Vibration. High levels of vibration may cause physical personal injury or damage to buildings. However, ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that may affect concentration or disturb sleep. In addition, high levels of ground-borne vibration may damage fragile buildings or interfere with equipment that is highly sensitive to ground-borne vibration (e.g., electron microscopes). To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, engineered concrete and masonry buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage. Buildings extremely susceptible to vibration damage can be exposed to ground-borne vibration levels of 0.12 inches per second without experiencing structural damage.[4]

Perceptible Vibration Changes. In contrast to noise, ground-borne vibration is not a phenomenon that most people experience every day. The background vibration velocity level in residential areas is usually 50 RMS or lower, well below the threshold of perception for humans which is around 65 RMS.[5] Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

Applicable Regulations. There are no adopted City standards for ground-borne vibration. According to the Federal Transit Administration (FTA), standard buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.[6] In addition, **Table 4.5-2** shows FTA annoyance criteria for vibration.

---

[2]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.
[3]*Ibid*.
[4]Federal Railway Administration, *High Speed Ground Transportation Noise and Vibration Impact Assessment*, October 2005.
[5]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.
[6]*Ibid*.

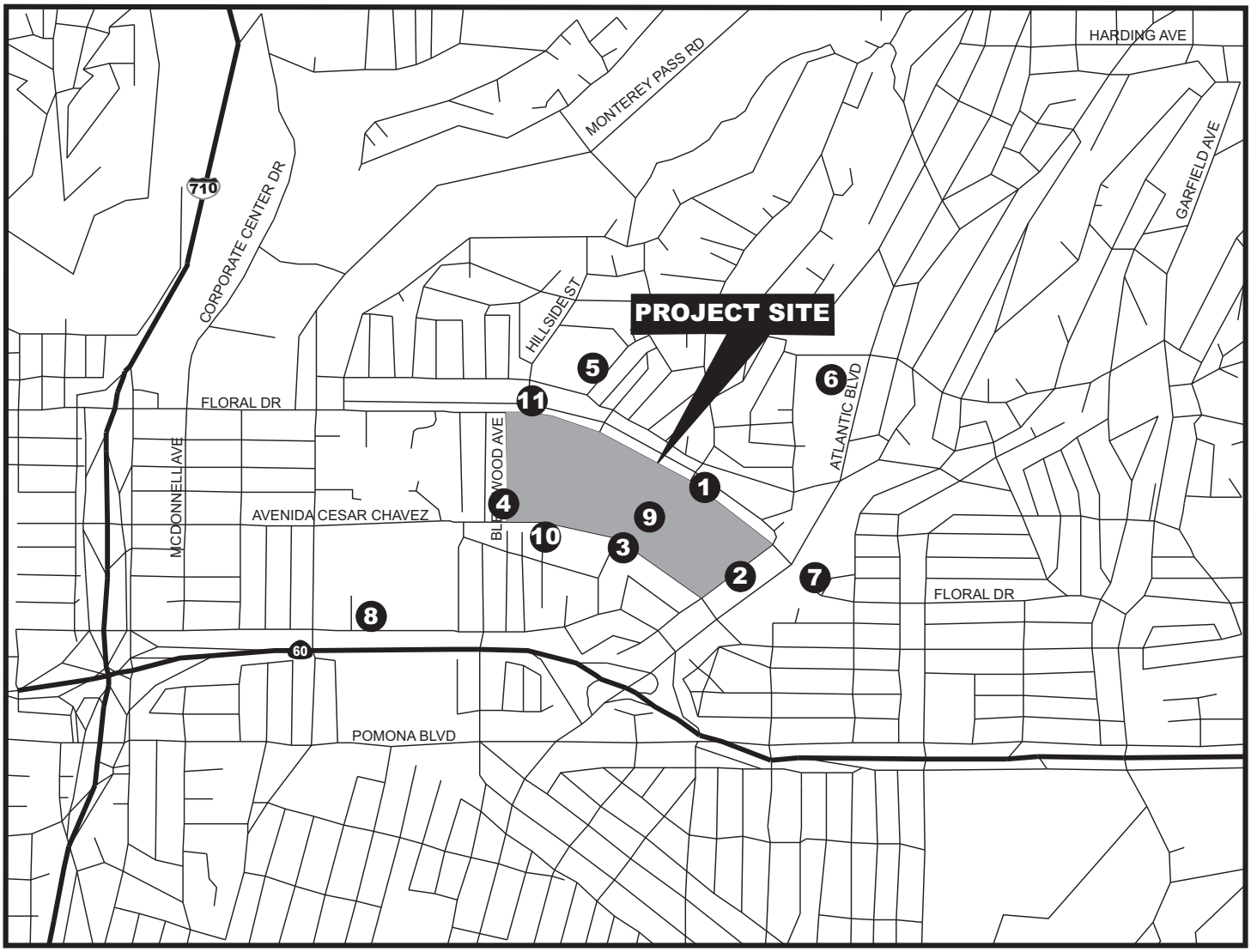
TABLE 4.5-2: FTA VIBRATION IMPACT CRITERIA

Land Use Category	Vibration Impact Level for Frequent Events (VdB)/a/	Vibration Impact Level for Occasional Events (VdB)/b/	Vibration Impact Level for Infrequent Events (VdB)/c/
Category 1: Buildings where low ambient vibration is essential for interior operations	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

/a/ Frequent events are defined as more than 70 vibration events of the same source per day.
/b/ Occasional events are defined as between 30 and 70 vibration events of the same source per day.
/c/ Infrequent events are defined as fewer than 30 vibration events of the same source per day.
SOURCE: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

Existing Noise and Vibration Levels

Monitored Ambient Noise Levels. The existing noise environment of the project area is characterized by vehicular traffic and noises typical to a dense urban area (e.g., sirens, horns, helicopters, etc.). Sound measurements were taken using a SoundPro DL Sound Level Meter between 8:00 a.m. and 9:30 p.m. on January 11, 2010 to determine existing ambient daytime and nighttime noise levels in the project vicinity. These readings were used to establish existing ambient noise conditions and to provide a baseline for evaluating construction and operational noise impacts. Noise monitoring locations are shown in **Figure 4.5-2**. As shown in **Table 4.5-3**, existing ambient sound levels ranged from 61.6 to 67.1 dBA L_{eq} during the AM peak hour period (7:30 to 9:30 a.m.). Off-peak ambient sound levels ranged from 54.7 to 66.2 dBA L_{eq}. Nighttime ambient noise levels ranged from 54.1 to 54.6 dBA L_{eq}.



LEGEND:

Project Site

Noise Monitoring Locations

1. Corner of Crest Vista Drive and Floral Drive
2. East side of ELAC Campus along Collegian Avenue
3. ELAC Campus Southern Entrance
4. Child Development Center
5. Brightwood Elementary School
6. St. Thomas Aquinas School
7. Single-Family Residence (649 Floral Drive)
8. Morris K. Hamasaki Elementary School
9. Inner Campus between existing classrooms E5 and E3
10. Single-Family Residence (2311 Wescott Avenue)
11. Corner of Hillside Street and Floral Drive

SOURCE: TAHA, 2009

FIGURE 4.5-2

NOISE MONITORING LOCATIONS

TABLE 4.5-3: EXISTING NOISE LEVELS			
Key to Figure 4.7-2	**Noise Monitoring Location**	**Distant from Project Site (feet)**	**Sound Level (dBA, L_{eq})**
AM Peak Hour Period (7:30 to 9:30 a.m.)			
1	Crest Vista Drive and Floral Drive	65	67.1
9	Inner Campus between existing classrooms E5 and E3	Adjacent	61.6
Off-Peak Period			
1	Crest Vista Drive and Floral Drive	65	63.4
2	East side of ELAC Campus along Collegian Avenue	Adjacent	63.9
3	ELAC Campus southern entrance	Adjacent	66.2
4	Child Development Center	Adjacent	60.9
5	Brightwood Elementary School	525	59.1
6	St. Thomas Aquinas School	1,695	63.4
7	649 Floral (Single-Family Residence)	750	54.7
8	Morris K. Hamasaki Elementary School	1,690	58.2
Nighttime (8:30 to 9:30 p.m.)			
4	Child Development Center	Adjacent	54.1
10	2311 Wescott Avenue (Single-Family Residence)	110	54.6
11	Hillside Street and Floral Drive	65	54.2
SOURCE: TAHA, 2010.			

Modeled Vehicular Noise Levels. Vehicular traffic is the predominant noise source in the project vicinity. Using existing traffic volumes provided by the project traffic consultant and the Federal Highway Administration (FHWA) RD-77-108 noise calculation formulas, the CNEL was calculated for various roadway segments near the project site. As shown in **Table 4.5-4**, existing mobile source noise levels in the project area range from 61.5 to 68.2 dBA CNEL.

TABLE 4.5-4: EXISTING COMMUNITY NOISE EQUIVALENT LEVEL /a/	
Roadway Segment	**Estimated CNEL (dBA)**
Floral Drive between Bleakwood Avenue and Collegian Avenue	68.2
Brightwood Street, eastbound from Atlantic Boulevard	61.5
Floral Drive between Mednik Avenue to Bleakwood Avenue	67.7
Floral Drive between Ford Boulevard to Mednik Avenue	67.3
Mednik Avenue, southbound from Floral Drive	67.1
Bleakwood Avenue between Floral Drive and Avenida Cesar Chavez	64.0
Avenida Cesar Chavez between Bleakwood Avenue and Collegian Avenue	66.6
Collegian Avenue between Avenida Cesar Chavez and Floral Drive	65.7
/a/ The predicted CNEL were calculated as peak hour L_{eq} and converted into CNEL using the California Department of Transportation Technical Noise Supplement (October 1998). The conversion involved making a correction for peak hour traffic volumes as a percentage of average daily traffic and a nighttime penalty correction. **SOURCE:** TAHA, 2010.	

Ambient Vibration Levels. There are no stationary sources of vibration located near the project site. Heavy-duty trucks and trains can generate ground-borne vibrations that vary depending on vehicle type, weight, and pavement conditions. Based on field observations, vibration levels from adjacent roadways are not typically perceptible at the project site.

Sensitive Receptors

Off-Site Receptors. Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptor distances presented below are measured from the nearest construction activity. As shown in **Figure 4.5-3**, off-site sensitive receptors include the following:

- Single- and multi-family residences located approximately 65 feet to the north
- Single-family residences located approximately 65 feet to the west
- Single-family residences located approximately 110 feet to the south
- Robert Hill Lane Elementary School located approximately 120 feet to the south
- Brightwood Elementary School located approximately 525 feet to the north
- Sunnyslopes Park located approximately 540 feet to the north
- Single-family residences located approximately 750 feet to the east
- Belvedere Park located approximately 795 feet to the southwest
- Morris K. Hamasaki Elementary School located approximately 1,690 feet to the southwest
- St. Thomas Aquinas School located approximately 1,695 feet to the northeast

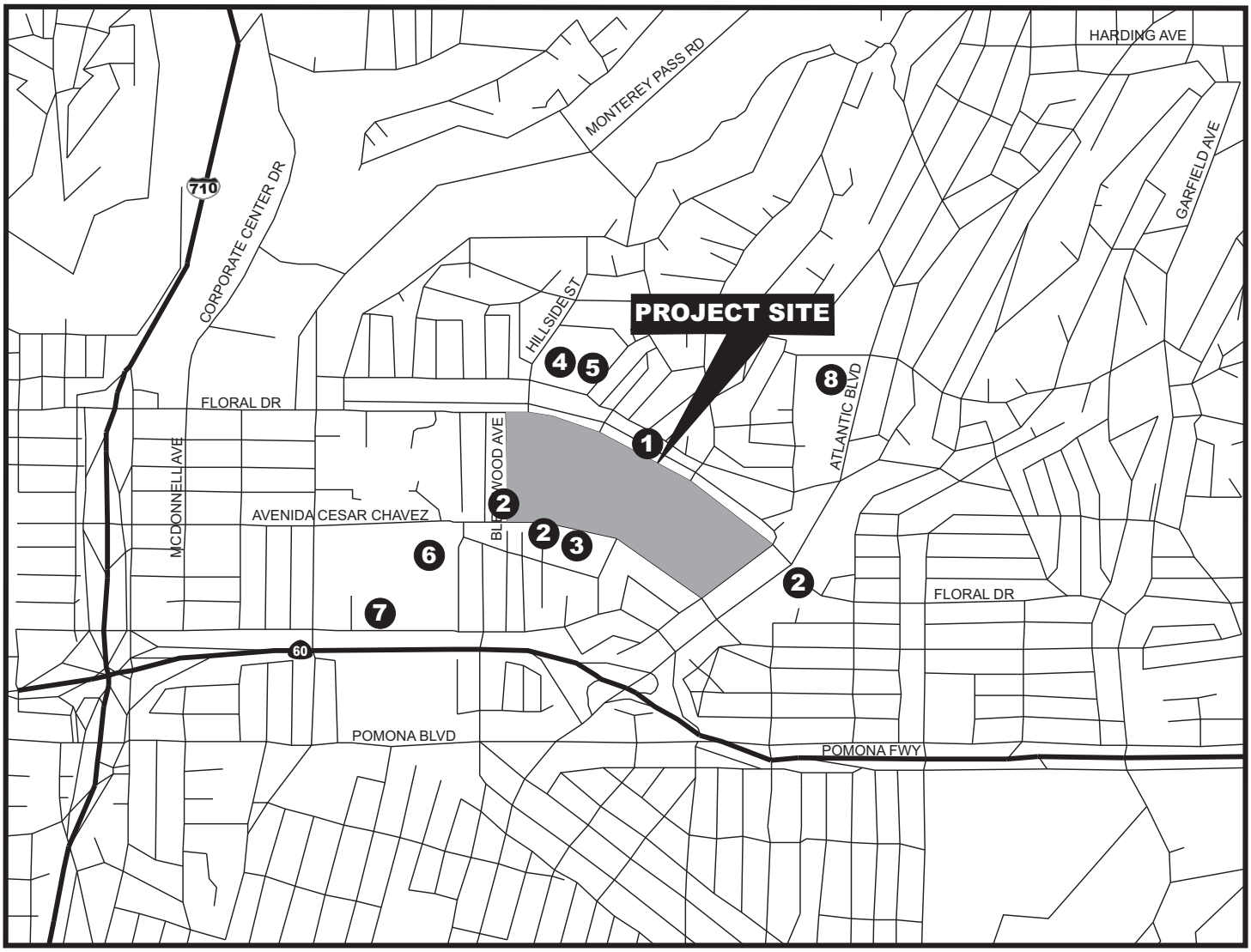
The above sensitive receptors represent the nearest sensitive receptors with the potential to be impacted by the proposed project. Additional sensitive receptors located in the surrounding community may be impacted by the proposed project.

On-Site Receptors. A Child Development Center is located at the southwest border of the campus on Bleakwood Avenue and Avenida Cesar Chavez. The Center includes an outdoor play area on the northeast side of the building. The Center monitors children ages three to ten, and children up to fourth grade during the Fall and Spring only. The Center maintains business hours from 7:30 a.m. to 8:00 p.m.

PREVIOUSLY DISCLOSED IMPACTS

The Final EIR for the 1998 Facilities Master Plan concluded that construction activity and operation of Weingart Stadium would result in significant noise impacts. Mitigation Measures N1 through N14 were included to reduce noise exposure. These mitigation measures reduced the operation noise impact to a less-than-significant level but the mitigated construction noise impact remained significant

The Addendum for the 2004 Facilities Master Plan Update concluded that no additional significant impacts would occur with regard to noise. No additional mitigation measures were required.



LEGEND:

Project Site

(#) Sensitive Receptors

1. Single- and Multi-Family Residences
2. Single-Family Residences
3. Robert Lane Hill Elementary School
4. Brightwood Elementary School
5. Sunnyslopes Park
6. Belvedere Park
7. Morris K. Hamasaki Elementary School
8. St. Thomas Aquinas School

SOURCE: TAHA, 2009

FIGURE 4.5-3

NOISE SENSITIVE
RECEPTOR LOCATIONS

THRESHOLDS OF SIGNIFICANCE

Noise

Construction. The City of Monterey Park has not adopted construction noise level standards. Instead, the City regulates construction noise by limiting activity to the hours identified in the municipal code. The California Environmental Quality Act requires that project impacts be analyzed relative to the change in existing conditions. Compliance with a municipal code alone does not constitute a comparison to existing conditions. Based on the characteristics of sound, a change of 5 dBA from existing conditions would cause a community response. A significant impact would occur if:

- Construction activities would exceed existing ambient noise levels by 5 dBA or more at a noise sensitive use; and/or
- Noise levels at existing classrooms exceed an interior noise level of 52 dBA L_{eq}.

Operational. The municipal code exempts operational noise associated with schools from the noise zone limits. Based on the characteristics of sound and the FHWA noise abatement criteria, a significant impact would occur if:

- Operational activities would exceed existing ambient noise levels by 5 dBA or more at noise sensitive uses; and/or
- Mobile noise sources exceed the ambient noise level measured at the property line of the affected uses to increase by 3 decibels CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories, as show in **Table 4.5-5**; and/or
- Noise levels at proposed classrooms exceed an interior noise level of 52 dBA L_{eq}.

Vibration

The proposed project would result in a significant construction or operational vibration impact if:

- Construction activity would expose buildings to the FTA building damage threshold level of 0.3 inches per second; and/or
- Construction activity would exceed the FTA annoyance threshold level of 75 Vdb at sensitive receptors.

TABLE 4.5-5: NOISE/LAND USE COMPATIBILITY CHART

Land Use Category	Community Noise Exposure - L_{dn} or CNEL (dBA)					
	55	60	65	70	75	80
Residential - Low Density Single-Family, Duplex, Mobile Homes						
Residential - Multi-Family						
Transient Lodging - Motels Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditionally will normally suffice.

Normally Unacceptable - 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.

Clearly Unacceptable - New construction or development should generally not be undertaken.

SOURCE: California Office of Noise Control, Department of Health Services, 1990.

IMPACTS

Methodology

The noise analysis considers construction, operational, and vibration sources. Construction noise levels are based on information obtained from the United States Environmental Protection Agency. The noise level during the construction period at each receptor location was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding the adjusted construction noise source level to the ambient noise level. Operational noise levels were calculated based on information provided in the traffic study and stationary noise sources located on the project site. Vibration levels were estimated based on information provided by the FTA.[7]

Construction Impacts

Noise. Construction of the proposed project would result in temporary increases in ambient noise levels in the project area on an intermittent basis. The increase in noise would occur during the approximate 36-month construction schedule. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers.

Construction activities typically require the use of numerous noise-generating equipment. Typical noise levels from various types of equipment that may be used during construction are listed in **Table 4.5-6**. The table shows noise levels at distances of 50 and 100 feet from the construction noise source.

TABLE 4.5-6: MAXIMUM NOISE LEVELS OF COMMON CONSTRUCTION MACHINES

	Noise Level (dBA)	
Noise Source	**50 Feet /a/**	**100 Feet /a/**
Front Loader	80	74
Trucks	89	83
Cranes (derrick)	88	82
Jackhammers	90	84
Generators	77	71
Back Hoe	84	78
Tractor	88	82
Scraper/Grader	87	81
Paver	87	81
Impact Pile Driving	101	95
Auger Drilling	77	71

/a/ Assumes a 6-dBA drop-off rate for noise generated by a "point source" and traveling over hard surfaces. Actual measured noise levels of the equipment listed in this table were taken at distances of ten and 30 feet from the noise source.
SOURCE: USEPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

The noise levels shown in **Table 4.5-7** take into account the likelihood that more than one piece of construction equipment would be in operation at the same time and lists the typical overall noise levels that would be expected for each phase of construction. **Table 4.5-8** presents the estimated noise levels at sensitive receptors during construction activity. Construction noise levels would exceed the significance

[7]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

threshold at multiple residential land uses and the Robert Hill Lane Elementary School. Construction activity would result in a significant off-site noise impact without mitigation.

TABLE 4.5-7: OUTDOOR CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level At 50 Feet (dBA)
Ground Clearing	84
Grading/Excavation	89
Foundations	78
Structural	85
Finishing	89

SOURCE: USEPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

TABLE 4.5-8: CONSTRUCTION NOISE IMPACTS – UNMITIGATED

Sensitive Receptor	Distance (feet) /a/	Maximum Construction Noise Level (dBA) /b/	Existing Ambient	New Ambient	Impact?
Child Development Center	50	89.0	60.9	89.0	**28.1**
Single- and multi-family residences to the north	65	86.7	63.4	86.7	**23.3**
Single-family residences to the west	65	82.2	60.9	86.7	**25.8**
Single-family residences to the south	110	81.4	66.2	82.3	**16.1**
Robert Hill Lane Elementary School	120	58.6	66.2	81.5	**15.3**
Brightwood Elementary School	525	58.3/c/	59.1	61.9	2.8
Sunnyslopes Park	540	55.5/c/	59.1	61.7	2.6
Single-family residences to the east	750	60.0/c/	54.7	58.1	3.4
Belvedere Park	795	53.4/d/	58.2	62.2	4.0
Morris K. Hamasaki Elementary	1690	53.4/d/	58.2	59.4	1.2
St. Thomas Aquinas School	1695	89.0/d/	63.4	63.8	0.4

/a/ Distance of noise source from receptor.
/b/ Includes a noise reduction for distance attenuation.
/c/ Includes a 10-dBA reduction for intervening structures and/or terrain.
/d/ Includes a 5-dBA reduction for intervening structures and/or terrain.
SOURCE: TAHA, 2010.

With respect to on-site sensitive receptors, as shown in **Table 4.5-8**, noise generated during construction of the proposed tennis courts, football and soccer fields would exceed the noise standard at the Child Development Center. This would result in a significant on-site impact without mitigation.

Vibration. Construction activity would potentially generate substantial vibration levels. As shown in **Table 4.5-9**, use of heavy equipment (e.g., a large bulldozer) generates vibration levels of 0.089 inches per second at a distance of 25 feet. The closest off-site structure to construction activity would be the single- and multi-family residences located 65 feet from the nearest construction activity. These structures would experience vibration levels of 0.021 inches per second. This would be less than the FTA threshold for buildings of 0.3 inches per second. The potential for off-site building damage as a result of construction vibration would result in a less-than-significant impact.

The closest on-site structure to construction activity would be the Child Development Center located 25 feet from the nearest construction activity. This structure would experience vibration levels of 0.089 inches per second. This would be less than the FTA threshold for buildings of 0.3 inches per second. The

potential for building damage as a result of construction vibration would result in a less-than-significant impact.

TABLE 4.5-9: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 feet (Inches /Second) /a/	Vibration Decibels at 25 feet (VdB)
Caisson Drilling	0.089	87
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86

/a/ Fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.
SOURCE: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

The FTA vibration impact criteria for annoyance are shown in **Table 4.5-2**. Construction activity would occur during daytime hours and, as such, the Category 3 thresholds for daytime uses were utilized for the analysis. A construction vibration annoyance impact would result if sensitive receptors would be exposed to vibration levels of 75 VdB RMS or greater. Typical heavy equipment (e.g., a large bulldozer) generates vibration levels of 87 VdB RMS at a distance of 25 feet. The nearest off-site sensitive receptor would be at least 65 feet from construction activity. At this distance, typical construction equipment would generate vibration levels of approximately 79 VdB RMS. This vibration level would exceed the annoyance threshold of 75 VdB RMS and, as such, construction-related vibration would result in a significant annoyance impact.

The Child Development Center located in the southwest portion of the project site would be potentially impacted by vibration generated during construction activity. The Child Development Center has an outdoor play area that would be 15 feet from the nearest construction activity which would occur during construction of the tennis courts, football and soccer fields. The building for the Child Development Center would be at least 30 feet from construction activity. The outdoor play area could potentially experience a vibration level of approximately 84.7 VdB. The Child Development Center building could experience a vibration noise level of approximately 85 VdB. Vibration levels would exceed the annoyance threshold at the Child Development Center building and the outdoor play area. Children use the outdoor area for limited period of time and vibration does not typically interfere with outdoor activities. Nonetheless, construction-related vibration at the Child Development Center building and outdoor play area would result in a significant annoyance impact.

Operational Impacts

Mobile Noise. The proposed project would generate 4,633 daily vehicle trips.[8] To determine off-site noise impacts, traffic was modeled under future year (2016) "No Project" and "With Project" conditions utilizing FHWA RD-77-108 noise calculation formulas. Results of the analysis are summarized in **Tables 4.5-10**. The greatest project-related noise increase would be 1.0 dBA CNEL and would occur along Bleakwood Avenue between Floral Drive and Avenida Cesar Chavez. Mobile noise generated by the proposed project would not cause the ambient noise level measured at the property line of the affected uses to increase by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" category (**Table 4.5-5**) or any 5-dBA or more increase in noise level. Vehicular noise would result in a less-than-significant impact.

[8]Cordoba Corporation, *Traffic Impact and Parking Analysis of the East Los Angeles Community College Master Plan Update*, January 2010.

TABLE 4.5-10: 2015 ESTIMATED COMMUNITY NOISE EQUIVALENT LEVEL /a/

Roadway Segment	Estimated dBA, CNEL /b/		
	No Project (2015)	Project (2015)	Project Impact
Floral Drive between Bleakwood Avenue and Collegian Avenue	68.3	68.6	0.3
Brightwood Street, eastbound from Atlantic Boulevard	61.7	61.7	0.0
Floral Drive between Mednik Avenue to Bleakwood Avenue	67.9	68.3	0.4
Floral Drive between Ford Boulevard to Mednik Avenue	67.5	67.9	0.4
Mednik Avenue, southbound from Floral Drive	67.3	67.3	0.0
Bleakwood Avenue between Floral Drive and Avenida Cesar Chavez	64.1	65.1	1.0
Avenida Cesar Chavez between Bleakwood Avenue and Collegian Avenue	66.8	67.1	0.3
Collegian Avenue between Avenida Cesar Chavez and Floral Drive	65.8	66.2	0.4

/a/ The predicted CNEL were calculated as peak hour L_{eq} and converted into CNEL using the California Department of Transportation *Technical Noise Supplement* (October 1998). The conversion involved making a correction for peak hour traffic volumes as a percentage of average daily traffic and a nighttime penalty correction.
SOURCE: TAHA, 2010.

Mechanical Equipment Noise. No changes are proposed to the existing central plant. A new central plant facility would be constructed on the north side of the campus, approximately 65 feet from single- and multi-family residences north of the project site. The central plant facility would include equipment outside and equipment within a cinder block structure. Noise generating equipment outside would include three cooling towers and eight microturbines. Equipment within the cinder block building would include chillers, boilers, pumps, a fan coil unit, heat exchangers, air separators, expansion tanks, and variable frequency drives.

Noise generated by the equipment within the cinder block structure would be inaudible. However, equipment outside the structure would generate audible noise levels. The three cooling towers would generate a composite noise level of 77.8 dBA at 50 feet.[9] The eight microturbines would generate a composite noise level of 70.4 dBA at 50 feet.[10] The total composite noise level generated by the central plant would be 78.5 dBA at 50 feet. This could (without mitigation) cause the daytime ambient noise level at nearby sensitive receptors to increase by 13.0 dBA over the existing daytime ambient noise level of 63.4 dBA L_{eq}. The nighttime ambient noise level at nearby sensitive receptors could increase by 22.0 dBA over the existing nighttime ambient noise level of 54.2 dBA. Operation of the central plant facility could exceed the 5-dBA significance threshold, and would result in a significant noise impact without mitigation.

Athletic Field Noise. The existing ELAC campus conditions include a baseball field in the southwestern portion of the campus near to the Child Development Center, Weingart Stadium along Floral Drive, and the Women's Softball Field also along Floral Drive. These uses would not change under the proposed project. The proposed project would include several outdoor recreation areas. The proposed tennis courts, football and soccer fields would be built in the southwestern portion of the campus near to the Child Development Center. The proposed Women's Athletic Field would be sited near the northern boundary of the project site, adjacent and the east of the existing Women's Softball Field. The proposed tennis courts, football and soccer fields would include light poles for nighttime games and practice. These recreational land uses would not include public address systems or bleachers for crowds. It is anticpaited that nighttime fields would operate until 10:00 p.m.

[9]B.A.C. Cooling Tower Selection Program Memorandum, September 22, 2009.
[10]Capstone Turbine Corporation, C65 & C65-ICHP MicroTurbine brochure, copyright date 2008.

Outdoor activities typically generate 60 dBA L_{eq} noise level 50 feet.[11] Outdoor activity noise levels fluctuate in intensity with periods of loud noise (full-speed activity) followed by periods of minimal noise (e.g., halftime). The closest off-site sensitive receptors to outdoor activity areas include residential land uses 65 feet to the north of the Women's Athletic Field, and single-family residences 175 feet south of the tennis courts, football and soccer fields. The nearest on-site sensitive receptor would be the Child Development Center located adjacent to the tennis court, football and soccer fields.

For off-site sensitive receptors, the highest day time ambient noise increase would occur at the single- and multi-family residences along Floral Drive, located approximately 65 feet north of the proposed Women's Athletic Field. These residential uses would experience a 0.4-dBA increase in ambient noise from noise generated at the proposed Women's Athletic Field. This noise level increase would not be audible and would not exceed the 5-dBA threshold for operational noise. The highest nighttime ambient noise increase would occur at the single-family residences along Avenida Cesar Chavez, located approximately 175 feet south of the proposed tennis courts, football and soccer fields. These residential uses would experience a less than 0.1-dBA increase in ambient noise from noise generated at the proposed tennis courts, football and soccer fields. This noise level would not be audible and would not exceed the 5-dBA threshold for operational noise.

For on-site sensitive receptors, the highest day time ambient noise increase would occur at the Child Development Center along Bleakwood Avenue, located adjacent and to the west of the proposed tennis courts, football and soccer fields. The Child Development Center includes an outdoor play area located on the northeast side of the building. The noise environment of the outdoor play area would be compatible with the noise environment of the proposed recreational uses. Interior daytime and nighttime noise levels would be 43.9 dBA L_{eq} and 37.1 dBA L_{eq}, respectively. With operation of the proposed tennis courts, football and soccer fields daytime and nighttime noise levels could increase to 46.5 dBA L_{eq} and 44.0 dBA L_{eq}, respectively. These noise levels would not exceed the 52-dBA threshold for interior noise levels. In addition, the Child Development Center closes at 8:00 p.m., and would not be exposed for the entirety of nighttime activity at the proposed tennis courts, football and soccer fields.

All other nearby sensitive uses would experience ambient noise level increases below the 5-dBA threshold from day time and nighttime outdoor activity noise. Outdoor activity noise would result in a less-than-significant impact.

Parking Noise. The proposed project would provide a new above-ground, four-level parking structure at the southern entrance to the ELAC campus. This parking structure would be approximately 110 feet from the nearest sensitive receptor, the single-family residences located south of the project site. Automobile parking activity typically generates a noise level of approximately 58.1 dBA L_{eq} at 50 feet (e.g., tire noise, engine noise, and door slams).[12] Parking and access activity would generate a maximum noise level increase of 0.1 dBA L_{eq} at the nearest sensitive receptor. This increase would be inaudible. Parking structure noise would result in a less-than-significant operational noise impact.

Land Use Compatibility/Interior Noise Levels. New classroom facilities would be located along the northern boundary of the project site 100 feet from Floral Drive. As shown in **Table 4.5-10**, the peak-hour ambient noise level along Floral Drive is 68.6 dBA L_{eq}. Typical building construction reduces exterior-to-interior noise levels by approximately 17 dBA. Interior noise levels along Floral Drive would be 51.6 dBA L_{eq}. This noise level would not exceed the 52 dBA L_{eq} significance threshold. Land use compatibility would result in a less-than-significant impact.

[11]Los Angeles Unified School District, *LAUSD New School Construction Program Draft Program EIR*, March 2004.

[12]The reference parking noise level is based on a series of noise measurements completed 50 feet from vehicles accessing a multi-level parking structure.

Vibration. The proposed project would not include significant stationary sources of ground-borne vibration, such as heavy equipment operations. Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways. However, similar to existing conditions, project-related traffic vibration levels would not be perceptible by sensitive receptors. Operational vibration would result in a less-than-significant impact.

MITIGATION MEASURES

Mitigation measures are numbered sequentially following previously identified mitigation measures prescribed in the Final EIR for the 1998 Facilities Master Plan and the Addendum for the 2004 Facilities Master Plan Update.

Construction

N15 All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.

N16 To the extent feasible, a temporary six-foot solid wall (e.g., wood) shall be erected during construction. The wall shall be placed such that line-of-sight between ground-level construction activity and nearby sensitive receptors would be blocked.

N17 Prior to initiating construction, the construction contractor shall coordinate with the site administrator for the Child Development Center and Robert Hill Lane Elementary School to discuss construction activities that generate high noise levels. Coordination between the site administrator and the construction contractor shall continue on an as-needed basis throughout the construction phase of the project to mitigate potential disruption of classroom activities.

N18 All residential units located within 500 feet of any construction site shall be sent a notice regarding the construction schedule of the proposed project. All notices shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.

N19 A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.

N20 The Child Development Center shall prohibit outdoor activity at their outdoor play area when mobile diesel equipment is being actively utilized to construct the tennis courts, football and soccer fields.

Operation

N21 The proposed central plant shall include noise control design features that reduce the total composite noise level generated at the central plant facility to a maximum of 56 dBA at 50 feet. The project applicant shall ensure this noise level is maintained through the periodic monitoring of operational noise levels at the central plant facility. If the operational noise levels would exceed the 56 dBA noise level, mitigation shall be implemented to further reduce noise levels, including, but not limited to the following:

- Installing acoustical enclosures around the cooling towers and/or micro-turbines;

- Installing low noise fans on the cooling towers; and/or
- Installing and intake hoods and exhaust mufflers on the microturbines.

LEVEL OF IMPACT AFTER MITIGATION

Construction

Implementation of Mitigation Measure **N15** would reduce noise levels by approximately 3 dBA. Implementation of Mitigation Measure **N16** would reduce noise levels at nearby sensitive receptors by at least 5 dBA. Implementation of Mitigation Measure **N17** would minimize disruption at the Child Development Center and Robert Hill Lane Elementary School. Implementation of Mitigation Measures **N18** and **N19** would assist in attenuating construction noise levels. As shown in **Table 4.5-11**, multiple sensitive receptors would still be exposed to ambient noise levels that exceed the 5-dBA significance threshold. Construction noise would result in an unavoidable significant impact.

TABLE 4.5-11: CONSTRUCTION NOISE IMPACTS – MITIGATED

Sensitive Receptor	Distance (feet) /a/	Maximum Construction Noise Level (dBA) /b/	Existing Ambient	New Ambient	Impact?
Child Development Center	50	81.0	60.9	81.0	**20.1**
Single- and multi-family residences to the north	65	78.7	63.4	78.8	**15.4**
Single-family residences to the west	65	78.7	60.9	78.8	**17.9**
Single-family residences to the south	110	74.2	66.2	74.8	**8.6**
Robert Hill Lane Elementary School	120	73.4	66.2	74.2	**8.0**
Brightwood Elementary School	525	50.6/c/	59.1	59.7	0.6
Sunnyslopes Park	540	50.3/c/	59.1	59.6	0.5
Single-family residences to the east	750	47.5/c/	54.7	55.5	0.8
Belvedere Park	795	52.0/d/	58.2	59.1	0.9
Morris K. Hamasaki Elementary	1690	45.4/d/	58.2	58.4	0.2
St. Thomas Aquinas School	1695	45.4/d/	63.4	63.5	0.1

/a/ Distance of noise source from receptor.
/b/ Includes a noise reduction for distance attenuation and an 8-dBA reduction for application of mitigation measures.
/c/ Includes a 10-dBA reduction for intervening structures and/or terrain.
/d/ Includes a 5-dBA reduction for intervening structures and/or terrain.
SOURCE: TAHA, 2010.

Implementation of Mitigation Measure **N20** would ensure that children at the Child Development Center would not be exposed to significant vibration levels. Mitigated construction vibration would result in a less-than-significant impact.

Operation

Implementation of Mitigation Measure **N21** would ensure that noise levels generated by central plant operation would be less than significant. Noise level increases from the central plant would not exceed the 5-dBA significance threshold. Mitigated operational noise levels for the central plant would result in a less-than-significant impact.

4.6 TRANSPORTATION AND TRAFFIC

This section summarizes the findings of the traffic and parking analysis conducted by Cordoba Corporation. The complete Traffic Impact and Parking Analysis report, dated January 8, 2010 is included in Appendix E of this document.

The traffic and parking analysis was prepared to evaluate traffic generated by the proposed project and the impacts on the surrounding street system. The traffic analysis addresses existing conditions, cumulative base conditions, and cumulative plus project conditions. Student enrollment[1] reached 20,128 in 2009 and is projected to reach approximately 270,000 by 2015. Project conditions include an additional 6,845 students, resulting in approximately 3,012 new daytime students. The Final EIR for the 1998 Facilities Master Plan analyzed a 2015 student population of 25,000 students, which resulted in an increase of 3,511 new day-time students. Daytime students were used to assess traffic impacts because they occur during peak traffic conditions, whereas the night-time students travel in off-peak traffic periods. Existing and potential future parking demands were analyzed in detail. Traffic and parking mitigation measures were recommended as needed.

ENVIRONMENTAL SETTING

Existing Street System

Regional access to the ELAC campus is provided by State Route 60, located approximately 1/4-mile to the south, the Long Beach Freeway (I-710), located approximately one mile to the west, the San Bernardino Freeway (I-10), located approximately two miles to the north and the Santa Ana Freeway (I-5), located approximately two miles to the south. Access between the campus and the east/west oriented State Route 60 is obtained via an off-ramp at Atlantic Boulevard and at Floral Drive and the Avenida Cesar Chavez ramps on the north/south oriented I-710. State Route 60 connects to the north/south oriented I-710. The major streets serving the campus are Avenida Cesar Chavez in the east/west direction and Atlantic Boulevard and Eastern and Garfield Avenues in the north/south direction. In addition, the Los Angeles County Metropolitan Transportation Authority (Metro) Gold Line Atlantic Station serves the area, located one-half mile to the south of the ELAC campus.

Existing Public Transit Service

The campus is currently served by bus services provided by the (Metro), the City of Monterey Park Spirit, the City of Montebello, and the Los Angeles County Department of Public Works East Los Angeles El Sol Shuttle. The following bus lines serve the campus:

- Metro Route #31 – This route travels along 1st Street connecting downtown Los Angeles and East Los Angeles.
- Metro Route #68 – This route travels along Avenida Cesar Chavez connecting downtown Los Angeles and East Los Angeles.
- Metro Route #256 – This route travels along 3rd Street in the project area connecting Pasadena, Altadena and East Los Angeles.

[1]Student enrollment is calculated as *unduplicated headcount*, representing the actual number of students attending the college.

- Metro Route #258 – This route travels along Arizona Avenue and Mednik Boulevard in the project area connecting East Los Angeles and South Los Angeles.
- Metro Route #260 – This route travels along Atlantic Boulevard connecting in the project area connecting East Los Angeles and South Los Angeles.
- Metro Route #287 – This route travels along Floral Drive in the project area connecting East Los Angeles and El Monte.
- Metro Route #762 – This route travels along Atlantic Boulevard in the project area connecting East Los Angeles and South Los Angeles.
- Metro Route #770 – This route travels along Avenida Cesar Chavez and Atlantic Boulevard in the project area connecting downtown Los Angeles and East Los Angeles.
- Montebello Route #10 – This route travels along Atlantic Boulevard in the project area connecting ELAC and Whittier.
- Montebello Route #341 – This route travels along 3rd Street in the project area connecting downtown Los Angeles and East Los Angeles.
- Montebello Route #342 – This route travels along 3rd Street in the project area connecting downtown Los Angeles and East Los Angeles.
- Monterey Park Route #1 – This route travels along 1st Street, Avenida Cesar Chavez and Atlantic Boulevard in the study area and serves ELAC as well as Central Monterey.
- Monterey Park Route #2 – This route travels along Atlantic Boulevard and Floral Drive in the study area and serves ELAC as well as central Monterey.
- Monterey Park Route #4 – This route travels along Monterey Pass Road and Corporate Center Drive in the project area and serves Medical Center with northern Monterey.
- Monterey Park Route #5 – This route travels along Atlantic Boulevard, Floral Drive, and Corporation Center Drive in the project area and serves ELAC, Corporation Center and all of southern Monterey Park.
- El Sol City Terrace/ELAC Route - This route travels along Eastern, Floral, Cesar Chavez, Gage Avenues, Atlantic and Pomona Boulevards, and City Terrace Drive connecting the California State University, Los Angeles to ELAC.
- El Sol Whittier Boulevard/Saybrook Park Route - This route travels along Whittier, Olympic, and Pomona Boulevards, connecting Saybrook Park to the East Los Angeles Civic Center.
- El Sol Union Pacific/Salazar Park Route - This route travels along 1st, 3rd, and Ford Avenues and Olympic, Pomona, and Whittier Boulevards, connecting the East Los Angeles Civic Center to Union Pacific and Salazar Park.

Existing Traffic Conditions and Level of Service Methodology

Existing traffic counts were conducted at the 12 study intersections in September 2009 while college classes were in full session. The traffic counts were conducted during both the morning (7:00 a.m. – 9:00 a.m.) and evening (4:00 p.m. – 6:00 p.m.) peak periods. Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. The City of Monterey Park has established LOS C as the minimum acceptable level of service. The definitions for each level of service are described in **Table 4.6-1** for signalized intersections and **Table 4.6-2** for unsignalized intersections.

TABLE 4.6-1: LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

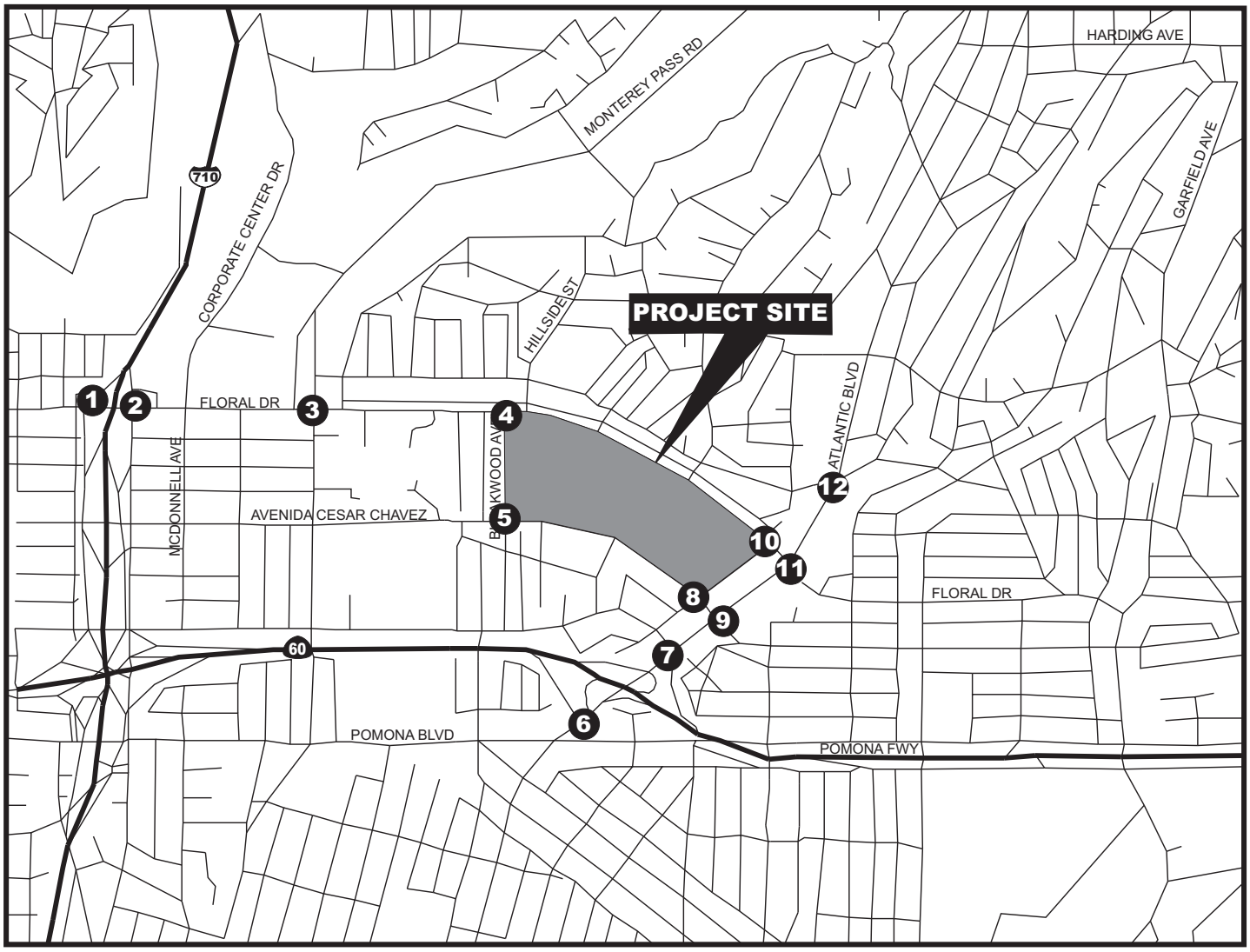
Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	0.601 - 0.700	LOS B represents stable operations. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	0.701 - 0.800	At LOS C stable operations continue. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	0.801 - 0.900	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	0.901 - 1.000	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	> 1.000	LOS F represents jammed conditions. Backups from locations downstream or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches; volumes carried are unpredictable. V/C values are highly variable because full utilization of the approach may be prevented by outside conditions.

SOURCE: Transportation Research Board, *Highway Capacity Manual, HCM2000*, 2000.

TABLE 4.6-2: LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS	
Level of Service	**Average Total Delay (seconds/vehicle)**
A	0 - 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0
SOURCE: Transportation Research Board, *Highway Capacity Manual, HCM2000*, 2000.	

The "Intersection Capacity Utilization" (ICU) method of analysis was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding level of service for the 11 signalized study intersections. The "Highway Capacity Manual 2000" method of analysis was used to determine the average delay (in seconds) and level of service for the only unsignalized intersection (Bleakwood Avenue and Floral Drive) in the study area. **Figure 4.6-1** shows the locations of the 12 study intersections for the proposed project.

Table 4.6-3 summarizes the existing weekday AM and PM peak hour V/C ratio and/or average vehicle delay, and corresponding LOS, at each of the study intersections based on the methodology described above. As shown in **Table 4.6-3**, all of the 12 intersections are currently operating at LOS C or better during both the AM and PM peak hours.



LEGEND:

Project Site

Study Intersections

1. Humphrey Ave./I-710 SB and Floral Dr.
2. Ford Blvd./I-710 NB and Floral Dr.
3. Monterey Park Rd. And Floral Dr.
4. Bleakwood Ave. And Floral Dr.
5. Bleakwood Ave. And Cesar Chavez Ave.
6. State Route 60 EB and Atlantic Blvd.
7. State Route 60 WB/1st St. And Atlantic Blvd
8. Collegian Ave. And Cesar Chavez Ave.
9. Atlantic Blvd. And Cesar Chavez Ave.
10. Collegian Ave. And Floral Dr.
11. Atlantic Blvd. And Floral Dr.
12. Atlantic Blvd. And Brightwood St.

N

APPROX. SCALE

0 0.15 .30 MILES

SOURCE: Cordoba Corporation, 2010

FIGURE 4.6-1

STUDY INTERSECTIONS

TABLE 4.6-3: EXISTING INTERSECTION LEVEL OF SERVICE

	AM Peak Hour		PM Peak Hour	
Intersection	**V/C or Delay**	**LOS**	**V/C or Delay**	**LOS**
1. Humphrey Ave./I-710 SB and Floral Dr.	0.601	B	0.581	B
2. Ford Blvd./I-710 NB and Floral Dr.	0.639	B	0.761	C
3. Monterey Park Rd. and Floral Dr.	0.493	A	0.548	A
4. Bleakwood Ave. and Floral Dr. /a/	16	C	20.2	C
5. Bleakwood Ave. and Ave. Cesar Chavez	0.369	A	0.340	A
6. State Route 60 EB and Atlantic Blvd.	0.537	A	0.563	A
7. State Route 60 WB/1st St. and Atlantic Blvd.	0.651	B	0.679	B
8. Collegian Ave. and Ave. Cesar Chavez	0.538	A	0.465	A
9. Atlantic Blvd. and Ave. Cesar Chavez	0.609	B	0.642	B
10. Collegian Ave. and Floral Dr.	0.481	A	0.645	B
11. Atlantic Blvd. and Floral Dr.	0.490	A	0.496	A
12. Atlantic Blvd. and Brightwood St.	0.536	A	0.588	A

/a/ Strip controlled intersection; methodology does not calculate V/C. Delay is reported as total intersection delay, in seconds.
SOURCE: Cordoba Corporation, *East Los Angeles Community College Master Plan Update Traffic and Parking Analysis,* January 2010.

Existing Parking Conditions

Currently, there are six parking lots, two parking structures, and street parking along Avalanche Way and Avenida Cesar Chavez Frontage Road that exist on the ELAC campus. A total of 3,977 parking spaces are available on campus. **Table 4.6-4** shows the total number of spaces available in each parking facility.

Existing Parking Utilization

A parking utilization survey was conducted by Cordoba Corporation on September 14, 2009 between 7:00 a.m. and 9:00 p.m. to assess the use of the various parking facilities during the school session. Parking on the ELAC campus has three peak periods. The peak periods occur during the morning, from 10:00 a.m. to 12:00 p.m., during the afternoon from 3:00 p.m. to 5:00 p.m., and during the evening from 6:00 p.m. to 8:00 p.m. During the morning peak hour, approximately 63 percent (2,405 parking spaces) of the total available parking spaces were used. During the afternoon peak hour, approximately 53 percent (2,023 parking spaces) of the total available parking spaces were used. During the evening peak hour, approximately 51 percent (1,947 parking spaces) of the total available parking spaces were used. None of the lots reached maximum capacity during any of the peak periods. Of the lots greater than 100 spaces, the Southwest and Northeast lots reached a maximum utilization of 90 and 88 percent, respectively, during the morning peak period. **Table 4.6-5** shows the existing use of parking lots during peak hours.

TABLE 4.6-4: INVENTORY OF PARKING SPACE

Location	Number of Spaces					
	Student	**Faculty**	**Handicap**	**Car Pool**	**Motorcycle**	**Lot Total**
Avalanche Way	45		0			45
Baseball Field/a/	390					390
Avenida Cesar Chavez Frontage		28	1			29
Galleria		64				64
Northeast Lot	376		16			392
Parking Structure 3	1,480	350	34	12	6	1,882
Pool Lot	13	15				28
Southwest Lot	172		30			202
Stadium Concourse		160	14			174
Stadium Lot	769		2			771
Grand Total	**3,245**	**617**	**97**	**12**	**6**	**3,977**

/a/ Currently used as temporary parking.
SOURCE: Cordoba Corporation, *East Los Angeles Community College Master Plan Update Traffic and Parking Analysis,* January, 2010.

Existing Parking Demand Rates

The student enrollment in the fall of 2009 (at the time the inventory and parking survey were conducted) was approximately 20,128 students. Of the 3,245 spaces available to students, 2,176 were occupied during the morning peak period, 1,824 spaces were occupied during the afternoon peak period, and 1,920 spaces were occupied during the evening peak period. Of the 617 spaces available to faculty, 352 spaces were occupied during the morning peak period, 315 spaces were occupied during the afternoon peak period, and 185 spaces were occupied during the evening peak period. The surveys factored in peak period attendance and indicated there was a peak parking demand of 0.527 space per student during the afternoon peak period.

Previously Disclosed Impacts

The Final EIR for the 1998 Facilities Master Plan concluded that no unavoidable significant impacts would occur with regard to transportation and traffic. Mitigation measures were identified for potential impacts at three intersections, construction effects to an adjacent elementary school, and special event parking. Mitigation Measures T1 through T3 of the Final EIR would reduce the potential intersection impacts identified at three study intersections. Mitigation Measures T4 through T7 would reduce the construction-related impacts on the adjacent Lane Elementary School to a less-than-significant level. Mitigation Measure T8 would reduce the impact from special event parking at Weingart Stadium to a less-than-significant level.
The Addendum for the 2004 Facilities Master Plan Update (2004 FMPU) concluded that no unavoidable significant impacts would occur with regard to transportation and traffic. Two additional mitigation measures, Mitigation Measures A-T1 and A-T2, would maintain the previously identified three intersection impacts in the Final EIR at less-than-significant levels. Mitigation measures applicable to transportation and traffic included in the Final EIR would continue to be applicable to the 2004 FMPU.

TABLE 4.6-5: EXISTING PARKING LOT UTILIZATION

Type of Lot	Total Capacity	Morning Peak Hour		Afternoon Peak Hour		Evening Peak Hour	
		Number of Spaces Occupied	Percentage Utilized	Number of Spaces Occupied	Percentage Utilized	Number of Spaces Occupied	Percentage Utilized
Student Lots							
Avalanche Way	45	34	75%	31	69%	29	64%
Baseball Field	390	98	25%	66	17%	113	29%
Northeast Lot	376	331	88%	274	73%	290	77%
Parking Structure 3	1,448	927	64%	767	53%	738	51%
Southwest Lot	172	155	90%	129	75%	151	88%
Stadium Lot	769	523	68%	423	55%	454	59%
Subtotal	**3,200**	**2,176**	**68%**	**1,824**	**57%**	**1,920**	**60%**
Faculty/Staff/Guest Lots							
Cesar Chavez Frontage	28	25	91%	23	82%	11	38%
Galleria Structure	64	3	4%	1	1%	1	1%
Parking Structure 3 (3rd Level)	350	217	62%	207	59%	130	37%
Pool Lot	15	11	74%	8	56%	6	37%
Stadium Concourse	160	86	54%	90	56%	53	33%
Subtotal	**617**	**352**	**57%**	**315**	**51%**	**185**	**30%**
Total/*a*/	**3,817**	**2,405**	**63%**	**2,023**	**53%**	**1,947**	**51%**

***a*/** Handicap, Carpool, and Motorcycle parking were not included in the utilization calculations.
SOURCE: Barrio Planners Incorporated, *Interim Campus Plan with Construction Zones,* July 17, 2009*, and C*ordoba Corporation, *East Los Angeles Community College Master Plan Update Traffic and Parking Analysis,* January 2010.

THRESHOLDS OF SIGNIFICANCE

The City of Monterey Park has established criteria for determining the significance of traffic impacts of proposed projects within the City. Based on the criteria established by the City, a project is considered to have a significant traffic impact if the addition of project-related traffic increases the V/C ratio of an intersection by 0.05 or greater. For instance, if an intersection is projected to operate at a V/C ratio of 0.70 under the Cumulative Base condition, the intersection would be considered significantly impacted by the project if the Cumulative plus Project V/C ratio is 0.75 or greater. The City of Monterey Park has also stated the minimum acceptable level of service for intersections within the City jurisdiction is LOS C. Therefore, intersections that are caused to operate at worse than LOS C condition by project-related traffic are also determined to be significantly impacted.

IMPACTS

Areawide Traffic Growth

A review of historical traffic count data and forecast population figures provided by Kaku Associates, Inc. in 2000 predicted that traffic in the project area would increase at an approximate rate of 0.63 percent per year. Future ambient increase in the background traffic volumes due to regional growth and development are assumed to continue at this rate through completion of the proposed project in 2015.

Related Projects

Forecasts of the future year 2015 Cumulative Base traffic volumes were developed by adding the traffic expected to be generated by approved or proposed development projects in the area to the forecast ambient traffic growth described above. Listings of proposed or recently approved but uncompleted development in the project area were obtained from the City of Monterey Park. A review of these lists indicated that a total of five projects of notable size have been proposed or approved within the project area. These projects are listed and described in **Table 4.6-6**. This list does not include projects expected to generate fewer than ten PM peak hour trips, or development that is located outside an approximate two-mile radius from the East Los Angeles College campus. The cumulative traffic increase due to these projects are accounted for in the area wide traffic growth since such projects are not anticipated to have significant direct effects on project area traffic condition. The trip generation estimates for the related projects are listed in **Table 4.6-6**

TABLE 4.6-6: RELATED PROJECT TRIP GENERATION ESTIMATES

Project	Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Monterey Park Market Place Paramount Blvd.	Shopping Center	507,000 sf	19,366	257	164	421	880	954	1,834
North Atlantic Time Square South of I-110	Shopping Center	230,000 sf	9,872	144	93	237	413	447	860
Condominium Units	Apartments	210 units	1,392	33	85	118	88	52	140
Bank of Canton Garvey Ave./Moore Ave.	Walk-in Bank	6,000	939	12	12	24	99	100	199
Monterey Park Town Center Garvey Ave./Garfield Blvd.	Shopping Center	71,000 sf	3,047	45	28	73	128	138	266
Condominium Units	Apartments	109 units	718	11	45	56	44	24	68
Supermarket Addition 3425 E 1st St.	Supermarket	5,000 sf	558	10	6	16	29	29	58
Grand Total			**35,892**	**512**	**433**	**945**	**1,681**	**1,744**	**3,425**

SOURCE: *ITE Trip Generation Manual, 6th Edition,* and Cordoba Corporation, *East Los Angeles Community College Master Plan Update Traffic and Parking Analysis,* January 2010.

Project Trip Generation

The number of trips generated by the proposed project were estimated based on trip generation rates/equations provided in the Institute of Transportation Engineers' *Trip Generation, 6th Edition.* This

edition represents the most current rate with student-based trips. The resulting estimate of the number of trips associated with the proposed project is summarized in **Table 4.6-7**.

TABLE 4.6-7: EAST LOS ANGELES COLLEGE TRIP GENERATION ESTIMATES

Land Use	ITE Trip Rate Category	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Student Growth	Community College	3,012/a/	4,633	384	38	422	348	164	512

/a/Trip generation rate based on students.
SOURCE: *ITE Trip Generation Manual, 6th Edition,* and Cordoba Corporation, *East Los Angeles Community College Master Plan Update Traffic and Parking Analysis,* January 2010.

It should be noted that the proposed project calls for a total increase in enrollment of an additional 6,845 students, resulting in approximately 3,012 new day-time students. This is based on the current enrollment split of 44 percent daytime students and 56 percent evening and/or night students. The Final EIR for the 1998 Facilities Master Plan analyzed an increase of 3,511 new day-time students. The day time students have the greatest effect on peak hour traffic conditions, therefore, the potential traffic impacts of the proposed project are based on the number of daytime students. While the number of new nighttime students will be greater than the number of daytime students, they travel to and from the campus during off-peak periods of traffic.

Using the ITE trip generation equations, the 3,012 new day-time students are expected to generate a total of approximately 4,633 net new trips per day. Approximately 422 net new trips will occur during the AM peak hour, while 512 net new trips will result during the PM peak hour.

Intersection Analysis

Future Cumulative Base Traffic Conditions

The Year 2015 Future Base peak hour traffic volumes were analyzed to determine the V/C ratio and/or average vehicle delay, and LOS at each of the 12 study intersections for without project conditions. The results are shown in **Table 4.6-8**. Based on the standards established by the City of Monterey Park, one of the 12 analyzed intersections is projected to operate at an unacceptable level of service (LOS D, E, or F) under future conditions without the addition of project traffic. The Ford Boulevard/I-710 Northbound On Ramp and Floral Drive intersection operates at LOS D during the PM peak hour.

Future Cumulative Base Plus Project Traffic Conditions

The Year 2015 Future Base plus project peak hour traffic volumes were analyzed to determine the V/C ratio and/or average vehicle delay, and LOS at each of the 12 study intersections for with project conditions. The results are shown in **Table 4.6-8**. Based on the standards established by the City of Monterey Park, three of the 12 analyzed intersections are projected to operate at an unacceptable level of service (LOS D, E, or F) under future conditions with the addition of project traffic. One of the impacted intersections (Humphrey Avenue/ I-710 Southbound and Floral Drive) would still operate at acceptable level of service (LOS C or better). According to the City guidelines, since this impacted intersection is projected to operated at acceptable level of service, excess capacity would not be required for this location. For comparative purposes, the Final EIR found projected impacts at three of the 12 analyzed intersections.

The two remaining intersections are forecast to operate at unacceptable LOS D or worse during afternoon peak hour and require mitigation.

The two significantly impacted intersections are:

- Ford Boulevard/I-710 Northbound On Ramp and Floral Drive (AM and PM peak hour)
- Bleakwood Avenue and Floral Drive (PM peak hour)

The Bleakwood Avenue and Floral Drive intersection is unsignalized. Because the intersection would be impacted by the base plus project traffic conditions, a signal warrant analysis was conducted to see if a signalized intersection was required. The analysis was based on peak hour traffic volumes. The total vehicles per hour (both approaches) during the peak hour on Floral Drive (Major Street) is 1,274 and the total vehicles per hour (both approaches) during the peak hour on Bleakwood Avenue (Minor Street) is 145. Using the methodology provided in the 2003 Manual of Uniform Traffic Control Devices (MUTCD), the peak hour warrant was met in the second category, and a traffic signal would be warranted at this location.

TABLE 4.6-8 YEAR 2016 FUTURE BASE AND BASE PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Cumulative Base		Cumulative + Project		Project Increase in V/C or Delay	Significant Project Impact	With Mitigation		Project Increase in V/C
		V/C or Delay	LOS	V/C or Delay	LOS			V/C	LOS	
	AM	0.645	B	0.699	B	0.054	**Yes**	-	-	-
1. Humphrey Ave./I-710 SB and Floral Dr.	PM	0.627	A	0.681	B	0.054	**Yes**	-	-	-
	AM	0.688	B	0.748	C	0.060	**Yes**	0.605	B	-0.083
2. Ford Blvd./I-710 NB and Floral Dr.	PM	0.836	D	0.890	D	0.054	**Yes**	0.698	B	-0.138
	AM	0.529	A	0.532	A	0.003	No	-	-	-
3. Monterey Park Rd. and Floral Dr.	PM	0.594	A	0.621	B	0.027	No	-	-	-
	AM	16.8	C	19.5	C	2.7	No	0.557	A	n/a
4. Bleakwood Ave. and Floral Dr. /a/	PM	21.7	C	32.4	D	10.7	**Yes**	0.702	C	n/a
	AM	0.393	A	0.417	A	0.024	No	-	-	-
5. Bleakwood Ave. Ave. Cesar Chavez	PM	0.363	A	0.394	A	0.031	No	-	-	-
	AM	0.579	A	0.598	A	0.019	No	-	-	-
6. State Route 60 EB and Atlantic Blvd.	PM	0.618	B	0.634	B	0.016	No	-	-	-
	AM	0.706	C	0.708	C	0.002	No	-	-	-
7. State Route 60 WB/1st St. and Atlantic Blvd.	PM	0.770	C	0.795	C	0.025	No	-	-	-
	AM	0.575	A	0.610	B	0.035	No	-	-	-
8. Collegian Ave. and Ave. Cesar Chavez	PM	0.497	A	0.518	A	0.021	No	-	-	-
	AM	0.656	B	0.706	C	0.050	No	-	-	-
9. Atlantic Blvd. and Ave. Cesar Chavez	PM	0.710	C	0.743	C	0.033	No	-	-	-
	AM	0.514	A	0.536	A	0.022	No	-	-	-
10. Collegian Ave. and Floral Dr.	PM	0.689	B	0.727	C	0.038	No	-	-	-

TABLE 4.6-8 YEAR 2016 FUTURE BASE AND BASE PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Cumulative Base		Cumulative + Project		Project Increase in V/C or Delay	Significant Project Impact	With Mitigation		Project Increase in V/C
		V/C or Delay	LOS	V/C or Delay	LOS			V/C	LOS	
	AM	0.529	A	0.569	A	0.040	No	-	-	-
11. Atlantic Blvd. and Floral Dr.	PM	0.548	A	0.594	A	0.046	No	-	-	-
	AM	0.583	A	0.597	A	0.014	No	-	-	-
12. Atlantic Blvd. and Brightwood St.	PM	0.661	B	0.667	B	0.006	No	-	-	-

/a/ Strip controlled intersection; methodology does not calculate V/C. Delay is reported as total intersection delay, in seconds.
SOURCE: Cordoba Corporation, *East Los Angeles Community College Master Plan Update Traffic and Parking Analysis,* January 2010.

Congestion Management Program System Analysis

The Congestion Management Program (CMP) was created Statewide as a result of Proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. A total of 164 intersections are identified for monitoring on the system in Los Angeles County.

The CMP Traffic Impact Analysis Guidelines require analysis of all surface-street monitoring locations where the proposed project adds 50 or more peak hour trips. The CMP also requires all freeway segments to be analyzed where the proposed project adds 150 or more peak hour trips. Within the project area, there are no CMP monitoring locations that would be potentially impacted by the proposed project. In addition, the proposed project would not add 150 or more additional peak hour trips to any freeway segment. Therefore, no traffic impacts from the CMP are anticipated for the proposed project.

Future Parking Demand

With the completion of the proposed project in 2015, the student population is expected to increase by approximately 6,845 from the 2009 enrollment levels surveyed for the parking demand analysis. It is reasonable to assume that these additional students will exhibit parking-use profiles similar to those of the existing students. Thus, the future parking demand, as shown in **Table 4.6-9** was calculated by applying the existing parking demand rate to the future student population. It is assumed that the 6,845 new students would generate a total peak daytime parking demand of 2,916 parking spaces, an increase of 740 spaces.

Although student population was the most critical factor affected by parking demand for the proposed project, it was not the only one. The number of faculty/staff positions is also expected to increase as a result of the enrollment growth. As Kaku Associates Inc. described in their original Traffic and Parking Study for the Original Facilities Master Plan in 2000, the number of faculty and staff positions is expected to grow at a rate of approximately 1.67 percent per year. The number of guests/visitors was also assumed to increase by the same growth rate. The parking demand associated with their use was increased accordingly. This assumption would result in an approximately 10% increase in future parking demand for staff, faculty and visitors.

Adding faculty parking demands to the student demands summarized in **Table 4.6-9** would result in a projected year 2015 peak parking demand of 3,317 spaces during the morning period. Total afternoon parking need would be about 2,829 spaces and the evening campus use would require a total of 2,808 spaces. There exist 3,977 available parking spaces in a combination of surface and structured facilities at ELAC at the time of this report. The existing parking inventory of ELAC would not contain the temporary baseball field lot of 390 spaces, but would easily accommodate the estimated parking demand in 2015. In addition to the existing parking lot inventory, the proposed project includes a four-level parking structure with a capacity of 1,574 spaces which guarantees accommodation of future parking demand. Therefore, no impacts from parking are anticipated for the proposed project.

TABLE 4.6-9: FUTURE CAMPUS PARKING DEMAND					
Period	**Existing Parking Demand**	**2009 Head Count on Campus**	**Spaces/Student**	**2015 Head Count on Campus**	**Future Parking Demand**
Students					
Morning Peak Period	2,176	7,402	0.294	9,919	2,916
Afternoon Peak Period	1,824	3,460	0.527	4,637	2,444
Evening Peak Period	1,920	4,665	0.412	6,251	2,574
Total (Students, Faculty, Staff, Visitors)					
Morning Peak Period	2,405				3,317
Afternoon Peak Period	2,023				2,829
Evening Peak Period	1,947				2,808
Existing Total Parking	**3,977**	**Future Peak Parking Demand**			**3,317**
SOURCE: Cordoba Corporation, *East Los Angeles Community College Master Plan Update Traffic and Parking Analysis,* January 2010.					

MITIGATION MEASURES

Mitigation measures are numbered sequentially following previously identified mitigation measures prescribed in the Final EIR for the 1998 Facilities Master Plan and the Addendum for the 2004 Facilities Master Plan Update.

Mitigation measures were developed for those locations where it was deemed feasible and their effectiveness was analyzed. The potential measures were designed to increase capacity and included operational improvements and potential physical improvements. Physical improvements involving right-of-way acquisition were not considered since the project area is a relatively built-up area with little or no easily available right-of-way for roadway improvements.

The implementation of these mitigation measures or other suitable mitigation measures will depend upon the availability of funding and the willingness of applicable agencies to implement measures in an appropriate timeframe. If these mitigation measures cannot be undertaken, then the related impacts would be deemed significant and unavoidable.

T9 Restripe the existing single lane northbound approach on Ford Boulevard to two lanes. The left lane would become a shared left and through movement and the right lane would be a shared right and through movement.

T10 Install a traffic signal system at the Bleakwood Avenue and Floral Drive intersection.

LEVEL OF IMPACT AFTER MITIGATION

Intersection Impacts

Implementation of Mitigation Measure **T9** would reduce the project-specific impacts at the Ford Boulevard/Northbound I-710 and Floral Drive intersection to a less-than-significant level. Implementation of Mitigation Measure **T10** would reduce the project-specific impacts at the Bleakwood Avenue and Floral Drive intersection to a less-than-significant level.

Parking Impacts

Impacts associated with parking are considered less-than-significant without mitigation.

5.0 PROJECT ALTERNATIVES

5.1 CEQA REQUIREMENTS FOR PROJECT ALTERNATIVES

Alternatives to the proposed project must be evaluated under Section 15126.6 of the California Environmental Quality Act (CEQA). The Final EIR for the 1998 Facilities Master Plan evaluated a No Project Alternative and an Upgrade Existing Facilities Alternative. Because an Environmental Impact Report must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives focuses on changes to the project or the project's location which are capable of achieving the objectives of the proposed project while avoiding or substantially lessening any significant effects associated with the project.

In the scope of alternatives to be examined in an EIR, the public agency must be guided by the doctrine of "feasibility." In the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof. (Public Resources Code Section 21002)

The Legislature has defined "feasible" for purposes of CEQA review as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." (Public Resources Code Section 21061.1; Guidelines Section 15364). In addition, among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site. (Guidelines Section 15126.6) A project alternative which cannot be feasibly accomplished need not be extensively considered.

5.2 DESCRIPTION OF PROJECT ALTERNATIVES

Although an infinite number of alternatives and variations could be identified, EIRs are not required to "consider an alternative whose effects cannot be reasonably ascertained and whose implementation is considered to be remote and speculative."[1] As a result, this alternatives analysis focuses on those development options that could be implemented and which, if implemented, would have the potential to reduce or avoid any significant adverse environmental effects associated with the proposed project.

Although CEQA Guidelines direct lead agencies to consider the feasibility of one or more alternate locations, that alternative is not required: "if the lead agency concludes that no feasible alternative location exists," however, "it must disclose the reasons for this conclusion and should include the reasons in the EIR."[2] Two alternatives to the proposed project were identified for study in this EIR.

Alternative 1: No Project Alternative. The No Project Alternative assumes that the proposed project would not be implemented. The No Project Alternative allows decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project, and does not mean that development on the project site will be prohibited. The No Project Alternative includes "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" (CEQA Section 15126.6 [e][2]). In this case, the No Project Alternative assumes the existing campus would continue to operate at its current condition, and the new facilities and renovations proposed as part of the 2009 Facilities Master Plan Update (proposed project) would not occur.

[1]Section 15126(d)(5)(C), State CEQA Guidelines.
[2]Section 15126.6(f)(2)(b), State CEQA Guidelines.

Alternative 2: Substitute Campus Marquees Alternative. The Substitute Campus Marquees Alternative assumes that the three campus marquees would utilize an illuminated display that could be dimmed to a 400 foot-lamberts (fl) level of illumination, the allowable light intensity of the illuminated signs within 100 feet of residential properties, as defined in the Monterey Park Municipal Code Section 21.50.070, Sign Regulations, General Requirements. All of the other components of the proposed project would be implemented under the Substitute Campus Marquees Alternative.

5.3 ANALYSIS OF ALTERNATIVES

Aesthetics and Lighting

Alternative 1: No Project Alternative. The project site aesthetics and lighting would remain unchanged under Alternative 1, and the aesthetic improvements to the campus, which include new facilities, modernizations and renovations to campus buildings and facilities and the addition of open space associated with the proposed athletic fields, would not be realized. Potential light and glare impacts resulting from exterior security lighting for the proposed parking structure and vehicle headlights in the parking structure onto the adjacent residential buildings to the north the project site would not occur under Alternative 1. Likewise, the unavoidable significant impact related to spillover light from the proposed illuminated marquee signs onto adjacent residential properties to the north and south of the project site would not occur under Alternative 1. Alternative 1 would result in no impacts to aesthetics and lighting.

Alternative 2: Substitute Campus Marquees Alternative. Under Alternative 2, the aesthetic improvements to the campus (i.e., the new facilities, modernizations and renovations to campus building and facilities and the addition of open space associated with the proposed athletic fields) would be implemented. However, the three illuminated campus marquee signs would be dimmed to a 400 foot-lamberts (fl) level of illumination under Alternative 2. Similar to the proposed project, potential light and glare impacts resulting from exterior security lighting for the proposed parking structure and vehicle headlights in the parking structure onto the adjacent residential buildings to the north the project site would occur under Alternative 2. However, the unavoidable significant impact related to spillover light from the proposed illuminated marquee signs onto adjacent residential properties located to the north and south of the project site would not occur under Alternative 2. Alternative 2 would result in less-than-significant impacts to aesthetics and lighting.

Air Quality

Alternative 1: No Project Alternative. Alternative 1 would not include any additional construction activity beyond what was previously authorized under the Final EIR and subsequent addendums, and no construction emissions would be generated. Therefore, Alternative 1 would not result in construction air quality impacts. However, under the No Project Alternative, student enrollment would be expected to continue to increase similar to the proposed project. Therefore, as motor vehicles trips are the predominate source of long-term project emissions, operational emissions would still exceed the SCAQMD regional significance threshold for $NO_{X,}$ and localized significance thresholds for $PM_{2.5}$ and PM_{10}. Alternative 1 would result in an unavoidable significant operational air quality impact.

Alternative 2: Substitute Campus Marquees Alternative. Alternative 2 would include a similar amount of construction activity as the proposed project. Therefore, localized construction emissions and operational air quality impacts would be similar to the proposed project under Alternative 2, Alternative 2 would result in an unavoidable significant air quality impact.

Cultural Resources

Alternative 1: No Project Alternative. Alternative 1 would not involve any additional construction activity beyond what was previously authorized under the Final EIR and subsequent addendums, therefore, Alternative 1 would result in no impacts to cultural resources.

Alternative 2: Substitute Campus Marquees Alternative. Under Alternative 2, the same campus buildings would be demolished and renovated as the proposed project. The assessment of the campus buildings concluded that none of the buildings embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual and none of the building on campus are considered eligible for the California Register. Similar to the proposed project, Alternative 2 would result in no impacts to cultural resources.

Land Use and Planning

Alternative 1: No Project Alternative. Alternative 1 would not involve any improvements beyond what was previously authorized under the Final EIR and subsequent addendums. Therefore, the No Project Alternative would maintain consistency with the existing land use designation and zoning for the project site. However, the beneficial effects of renovating the campus with new and modernized facilities would not occur. Similar to the proposed project, Alternative 1 would result in no impacts related to land use and planning.

Alternative 2: Substitute Campus Marquees Alternative. Under Alternative 2, the three illuminated campus marquee signs would be dimmed to a 400 foot-lamberts (fl) level of illumination. Therefore, the potential land use compatibility impact related to the placement of illuminated signs within 100 feet of residential uses would not occur. Under Alternative 2, the building heights of the new facilities would still exceed the R-1 zone 30-foot height restriction. Nonetheless, as the LACCD is exempt from the City of Monterey Park zoning Code, Alternative 2 would result in no impacts related to land use and planning.

Noise

Alternative 1: No Project Alternative. Alternative 1 would not include any additional construction activity beyond what was previously authorized under the Final EIR and subsequent addendums, and no and no additional construction noise would be created. Alternative 1 would not result in construction noise impacts. However, under the No Project Alternative, student enrollment would be expected to increase similar to the proposed project. Therefore, similar to the proposed project, mobile noise generated by the Alternative 1 would result in a less-than-significant impact.

Alternative 2: Substitute Campus Marquees Alternative. Alternative 2 would include a similar amount of construction activity as the proposed project. Therefore, similar to the proposed project, construction noise would result in an unavoidable significant impact. Mobile noise generated by the Alternative 2 would be similar to the proposed project and would result in a less-than-significant impact.

Transportation and Traffic

Alternative 1: No Project Alternative. As student enrollment would be expected to continue to increase similar to the proposed project, Alternative 2 would generate similar traffic volumes and parking demand as the proposed project. However, the No Project Alternative would not result in the beneficial effects that would result from the implementation of the mitigation measures that have been identified for the proposed project. Therefore, unlike the proposed project, Alternative 1 would result in unavoidable significant impacts on traffic and parking.

Alternative 2: Substitute Campus Marquees Alternative. Alternative 2 would generate similar traffic volumes and parking demand as the proposed project and require the same mitigation measures as the proposed project. Therefore, impacts related traffic and parking would be less than significant under Alternative 2.

5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6 (e)(2) of the State CEQA Guidelines requires that an environmentally superior alternative be identified among the selected alternatives (excluding the No Project alternative). The Environmentally Superior Alternative as discussed in this Supplemental EIR is Alternative 2 (Substitute Campus Marquees Alternative) as it would eliminate one potential significant impact as compared to the proposed project. Under the Substitute Campus Marquees Alternative, the unavoidable significant impact related to spillover light onto adjacent residential properties located to the north and south of the project site from the proposed illuminated marquee signs would not occur. The potential land use compatibility impact related to the placement of illuminated signs within 100 feet of residential uses would not occur under Alternative 2, yet the new facilities and modernizations would enable the college to accommodate the needs of the students and faculty similar to the proposed project. In addition, infrastructure upgrades would result in technological and aesthetic improvements, improved safety through building improvements, lighting and adequate and convenient parking, and the ability to maintain and/or increase course offerings and programs.

6.0 CUMULATIVE AND LONG-TERM EFFECTS

In certain instances, a proposed project may have possible environmental effects which are individually limited but cumulatively considerable. In accordance with Section 15130 of the CEQA Guidelines (as amended through January 1, 2000), this EIR analyzes the cumulative impacts that could occur with the proposed project. Cumulative impacts (e.g., two or more individual effects which, when considered together, compound or increase the environmental impact of a proposed project) can result from individually minor but collectively significant projects taking place over a period of time.

The CEQA Guidelines require a discussion of the cumulative impacts of a project "when the project's incremental effect is cumulatively considerable," e.g., when "the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."[1] The Guidelines provide further direction as to the scope of a cumulative impact analysis. The discussion "need not provide as great detail as is provided for the effects attributable to the project alone" and "should be guided by the standards of practicality and reasonableness."[2] Furthermore, an EIR should not discuss impacts that do not result in part from the evaluated project. An EIR may also determine that a project's contribution to a significant impact is *de minimus* and thus is not significant (i.e., the environmental conditions would be essentially the same whether or not the proposed project is implemented).

An adequate discussion of significant cumulative impacts can be accomplished by analyzing either (1) "a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency" or (2) "a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact."[3]

6.1 CUMULATIVE EFFECTS

Aesthetics and Lighting

A total of five projects of notable size have been proposed or approved within the project area. Implementation of the proposed project in combination with these related projects would result in further infilling of a densely developed urban area. While many of the related projects, including the proposed project would be visible from public and private properties, the related projects are too distant from each other to have a combined aesthetic effect. In addition, the development of the related projects is expected to occur in accordance with adopted plans and regulations, and each of the related projects would be required to submit plans to the City of Monterey Park for review and approval to ensure each project is of a scale in keeping with the surrounding area. Therefore, no cumulative impacts related to aesthetics would occur.

As detailed in Section 4.1 Aesthetics and Lighting, with the implementation of mitigation measures the proposed project would not result in unavoidable significant impacts related to light and glare from the proposed campus marquees. The related projects are too distant from each other to have a combined light and glare effect; therefore, no cumulative impacts related light and glare would occur.

[1]CEQA Guidelines, Section 15065(c).
[2]CEQA Guidelines, 15130(4)(b).
[3]CEQA Guidelines, Section 15130 (b)(1).

Air Quality

The related projects include the development of hundreds of thousands of square feet of commercial and residential uses, a number that is many times greater than the proposed project. As the proposed project results in a regionally significant impact during construction and operation relative to NO_X, it is anticipated that related project development would also result in significant regional impacts. It is also anticipated that project emissions combined with related project emissions would also exceed the regional significance thresholds for VOC, CO, $PM_{2.5}$, and PM_{10}. While SCAQMD required mitigation measures would reduce air quality impacts, it is forecasted that the construction and operation of the related projects, in addition to the proposed project, would result in a regionally significant cumulative impact.

Cultural Resources

As detailed in Section 4.3 Cultural Resources, the proposed project is not expected to result in significant impacts related to cultural resources. Other projects in the area may, when developed, have significant impacts in relation to cultural resources; however, impacts to cultural resources are generally site-specific and would not be compounded by other projects in the surrounding area. Potential impacts to cultural resources from related projects would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Therefore, no cumulative impact would occur.

Land Use

The proposed ELAC campus land use is in character with the surrounding developed setting. Based on information available regarding the related projects, it is reasonable to assume that development of the related projects would implement and support local and regional planning goals and policies. It is expected that the related projects would be compatible with the zoning and land use designations for each of the related project sites and their surrounding properties. Thus, no cumulative impacts are expected.

Noise

Although several projects are within the vicinity of the project site, the timing of development and degree of overlapping construction is unknown at this time. It is likely that construction activity associated with buildout of the proposed project would overlap with construction activity associated with various related projects. Construction activity generates localized noise levels and it is unlikely that related projects would be located close enough together that they would disrupt traffic flows on the same street or combine together to increase overall construction noise as to affect a single neighborhood or sensitive land use area. Therefore, the proposed project would not result in a considerably cumulative noise impact.

When calculating future traffic impacts, the traffic consultant took related projects into consideration. Thus, the future traffic results without and with the proposed project already account for the cumulative impacts from these other projects. **Table 6-1** presents the cumulative increase in future traffic noise levels at intersections. The greatest project-related noise increase would be 1.1 dBA CNEL and would occur along Bleakwood Avenue between Floral Drive and Cesar Chavez Avenue. Mobile noise generated by the proposed project would not cause the ambient noise level measured at the property line of the affected uses to increase by 3 dBA CNEL to or within the “normally unacceptable” or “clearly unacceptable” category or any 5-dBA or more increase in noise level. Mobile source noise would not result in a cumulatively considerable noise impact.

TABLE 6-1: 2009 AND 2015 ESTIMATED COMMUNITY NOISE EQUIVALENT LEVEL /a/

Roadway Segment	Estimated dBA, CNEL		
	Existing (2009)	Project (2015)	Cumulative Impact
Floral Drive between Bleakwood Avenue and Collegian Avenue	68.2	68.6	0.4
Brightwood Street, eastbound from Atlantic Boulevard	61.5	61.7	0.2
Floral Drive between Mednik Avenue to Bleakwood Avenue	67.7	68.3	0.6
Floral Drive between Ford Boulevard to Mednik Avenue	67.3	67.9	0.6
Mednik Avenue, southbound from Floral Drive	67.1	67.3	0.2
Bleakwood Avenue between Floral Drive and Cesar Chavez Avenue	64.0	65.1	1.1
Avenida Cesar Chavez between Bleakwood Avenue and Collegian Avenue	66.6	67.1	0.5
Collegian Avenue between Cesar Chavez Avenue and Floral Drive	65.7	66.2	0.5

/a/ The predicted CNEL were calculated as peak hour L_{eq} and converted into CNEL using the California Department of Transportation *Technical Noise Supplement* (October 1998). The conversion involved making a correction for peak hour traffic volumes as a percentage of average daily traffic and a nighttime penalty correction.
SOURCE: TAHA, 2010.

Transportation and Traffic

An assessment of future traffic conditions is needed to determine the impact of projects at the time of development. Future conditions must account for other known or planned projects. Forecasts of the future year 2015 Cumulative traffic volumes were developed by adding the traffic expected to be generated by approved or proposed development projects in the area to the forecast ambient traffic growth. Listings of proposed or recently approved but uncompleted development in the study area were obtained from the City of Monterey Park. A review of these lists indicated that a total of five projects of notable size have been proposed or approved within the study area. A list of the related projects can be found in Section 4.6 Transportation and Parking, in Table 4.6-6.

In assessing the cumulative impacts of the ELAC campus, a combination of both of the methodologies listed above was utilized. The traffic analysis contained in this EIR is cumulative in nature. Specifically, the analysis takes into account ambient traffic growth as well as the effects of future planned and proposed projects. The impact analysis revealed that with the implementation of mitigation measures the proposed project would not result in unavoidable significant impacts. Thus, no cumulative traffic impacts are anticipated.

6.2 GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines states that the assessment of growth-inducing impacts in the EIR must describe 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."

The proposed project will not extend infrastructure such as roads, utilities and public facilities, beyond that which already exists and meets the needs of existing development in the project area. The proposed project site is located within a densely developed urban setting and will not introduce new land uses into a previously undeveloped area that could induce changes to the surrounding area.

Although the proposed project inherently represents growth within the area, including expansion of existing facilities, creation of new facilities, and marginal localized job growth, such growth is not of the scale that would affect regional population, housing, or employment forecasts. Thus, no significant growth-inducing impacts are anticipated.

6.3 IRREVERSIBLE ADVERSE ENVIRONMENTAL EFFECTS

Irreversible adverse environmental effects are not anticipated for the proposed project or any of the project alternatives. Construction and operation of the proposed project would rely upon the use of nonrenewable resources. Use of fossil fuel derived energy sources such as gasoline, diesel fuel, electricity, and natural gas would be necessary for transport of workers and materials during construction and provision of electricity, natural gas, and fuel for vehicles during the life of the project. Although the fossil fuel consumption associated with the project would constitute the depletion of a resource which is irretrievable and irreversible, the amount of resources consumed would not be of an extraordinary nature in a regional context. Thus, the proposed project's use of nonrenewable energy sources is not considered to constitute a significant impact.

7.0 EFFECTS DETERMINED NOT TO BE SIGNIFICANT

This section discusses potential effects of the proposed project and why these effects are not considered significant or why various effects would not be expected to occur.

AGRICULTURE RESOURCES

The Final EIR for the 1998 Facilities Master Plan (1998 FMP) found that the project site did not contain any farmland, or have any other agricultural use and no impact would occur. The proposed project would not develop any agricultural uses and no impact to agricultural resources is anticipated.

BIOLOGICAL RESOURCES

The Final EIR for the 1998 FMP found that the project site does not contain species identified as a candidate, sensitive, or special status species. The site is not located within an area with riparian habitat or other sensitive natural community. The site is not located near a surface water body and there are no corridors for native resident or migratory fish or wildlife species nor would the proposed project impede the use of native wildlife nursery sites as there are no such sites located within or adjacent to the proposed project area. Conditions on the project site have not changed since the certification of the Final EIR and the proposed project would not affect biological resources. Therefore, no significant impacts related to biological resources are anticipated with the proposed project.

GEOLOGY

Potential impacts from geologic materials and soils and surface rupture and ground shaking were discussed in the Final EIR for the 1998 FMP. Soils on the project site were found to contain artificial fill which can be prone to shrinking and swelling. Mitigation measures were provided to require site-specific soil investigation to determine the appropriate design standards to eliminate the risk from expansive soils. The ELAC campus is situated above the Elysian Park Thrust Fault. The site was found to be subject to strong ground shaking which would cause risk to occupants and damage to structures. The potential effects of groundshaking would be reduced to less-than-significant levels by designing all new buildings according to current City and State seismic building and development code requirements.

The Final EIR also found that landsliding could occur due to seismic groundshaking. Because there is a state-designated landslide zone on-site, impacts were anticipated. However, implementation of a mitigation measure requiring a detailed subsurface engineering geologic/geotechnical investigation prior to completing design plans for the proposed project would reduce impacts to less-than-significant levels.

Seismic conditions have not changed since the certification of the Final EIR and construction of the proposed project would be subject to the same mitigation measures and would be in compliance with all applicable construction standards and building codes. Therefore, no significant impacts related to seismicity are anticipated with the proposed project.

The Final EIR found that there are no liquefaction zones located within the project are and the project site is not located within a coastal zone or within ¼ mile of a body of water. Conditions on the project site have not changed since the certification of the Final EIR. Therefore, no significant impacts related to liquefaction, tsunamis, inundation or sieches are anticipated with the proposed project.

HAZARDS AND HAZARDOUS MATERIALS

The Final EIR for the 1998 FMP determined that the demolition and/or renovation of any structures with asbestos containing materials or lead-based paint was found to have the potential to release these substances into the atmosphere and cause a significant impact if these substances are not properly stabilized or removed prior to demolition. Implementation of mitigation measures to ensure the safe removal of such materials before demolition would reduce impacts associated with hazardous materials to a less-than-significant level.

In addition to the buildings proposed to be demolished in the 1998 FMP and the 2004 Facilities Master Plan Update (2004 FMPU), the proposed project involves the demolition of two additional buildings (F5 and G9). Due to the age of these buildings the potential for lead and asbestos-containing materials exists. The demolition of these buildings would be subject to proper removal and disposal. Mitigation measures stipulated in the Final EIR would be applied to the updated plan to ensure safe removal of any hazardous materials before demolition. Implementation of these mitigation measures would reduce impacts to a less-than-significant level.

FLOOD HAZARDS

The Final EIR for the 1998 FMP determined that the proposed project site is not located within a 100-year or a 500-year flood inundation zone as designated by the *Federal Emergency Management Agency (FEMA) Flood Insurance Program Map No. 0601140005C, Q3 Flood Data* (5/96). Conditions on the project site have not changed since the certification of the Final EIR. Therefore, no significant impacts related to flood hazards are anticipated with the proposed project.

MINERAL RESOURCES

The Final EIR for the 1998 FMP determined that no mineral resources of value to the region or to the residents of the state were found to be known or to exist on or immediately adjacent to the proposed project site. No additional mineral resources have been discovered on the site since the certification of the Final EIR. Therefore, no impact to mineral resources is anticipated under the proposed project.

POPULATION AND HOUSING

The Final EIR for the 1998 FMP determined that the implementation of the 1998 FMP is not anticipated to induce substantial population growth in the area since no residential units would be included in the project. Possible new employment generated from the new development would draw from the local area and general region. The proposed project also does not propose a housing component and would not remove any portion of the existing housing stock in the area. Since no additional housing would be developed under the proposed project, no increase in population would occur. Therefore, no impacts to population and housing are anticipated under the proposed project.

PUBLIC SERVICES

Fire and Emergency Services

The Final EIR for the 1998 FMP determined that the projected student population increase associated with the 1998 FMP would not have a potentially significant impact on fire and emergency services provided to the project site by the Monterey Park Fire Department (MPFD). Student enrollment in 2015 is expected to exceed the 1998 FMP projected student capacity by 2,000 students. The proposed project would address the concerns of the projected student enrollment. Prior to the construction and modernization of new and existing buildings, the Los Angeles Community College District (LACCD)

would submit building plans to the MPFD for review and approval; keep emergency access unobstructed during the construction phases; and comply with all applicable State and local codes and ordinances and the guidelines found in the Safety and Community Services Element of the City of Monterey Park's General Plan. The aforementioned actions by the LACCD would ensure the effects of the proposed project on fire and emergency services to the project site are anticipated to be less-than-significant.

Police Protection

The Final EIR for the 1998 FMP determined that with the implementation of mitigation measures, the projected student population increase associated with the 1998 FMP would not have a potentially significant impact on police protection services provided to the project site by the Monterey Park Police Department (MPPD). Mitigation Measures of the Final EIR included the hiring of additional officers and the implementation of security features that were proposed in the 1998 FMP. Student enrollment in 2015 is expected to exceed the 1998 FMP projected student capacity by 2,000 students. Prior to construction and modernization of new and existing buildings, the LACCD will submit building plans MPPD to identify additional crime prevention and security features that would be appropriate for the design of the propose project. Any additional features shall be incorporated in the proposed project's final design and to the satisfaction of the MPPD. Therefore, the proposed project is anticipated to have less-than-significant impacts on police protection services provided to the project site by the MPPD.

On-Campus Security

The Final EIR for the 1998 FMP did not evaluate impacts that the 1998 FMP would have on on-campus security services provided by the Los Angeles County Sheriff Department (LACSD). Prior to construction and modernization of new and existing buildings, the LACCD will submit building plans to the LACSD to identify additional crime prevention and security features that would be appropriate for the design of the propose project and to determine if additional security officers are needed on-campus. Any additional features shall be incorporated in the proposed project's final design and to the satisfaction of the LACSD. Therefore, the proposed project is anticipated to have a less-than-significant impact on on-campus security services provided by the LACSD.

Schools

The Final EIR for the 1998 FMP found that the 1998 FMP did not contain a residential component and would not directly affect school enrollment within the Monterey Park School District. Further, any change in site employment would be minimal and thus, no secondary student generation would be created due to new or unusual housing demand within the Monterey Park (or neighboring) School District service area. No impacts to school services were anticipated. The proposed project does not include a residential component and would not increase the demand for school services. Therefore, no impacts to demand for school services are anticipated under the proposed project.

Recreation

The Final EIR for the 1998 FMP found that there would not be an increase in population nor a significant increase in employment on campus resulting from an increased student population because the Master Plan did not contain a residential component. Therefore, no new or expanded recreation facility was required and no impacts to recreation would occur. The proposed project would not create a residential component and corresponding increase in population nor would it result in a significant increase in employment. Therefore, no additional recreational facilities would be required and no impacts related to recreational services are anticipated under the proposed project.

UTILITIES AND SERVICE SYSTEMS

Water Supply

The Final EIR for the 1998 FMP determined, with the implementation of mitigation measures, that the projected student population increase associated with the 1998 FMP would not have a potentially significant impact on the water supply provided to the project site by the California Water Service Company (CWSC). Student enrollment in 2015 is expected to exceed the 1998 FMP projected student capacity by 2,000 students.

Existing water usage at the project site is approximately 483,072 gallons per day (gpd).[1,2,3,4] The proposed project projects a student population of 27,000 students by 2015. The proposed project would result in water demand of approximately 640,000 gpd.[5,6,7] Net increased water usage by the proposed project is approximately 156,928 gpd. The CSWC Eastern District supplies the ELAC, and other customers within its service area, approximately 20,000 acre-feet of water annually, or 17.8 million gpd.[8] The estimated net water usage of the proposed project represents approximately one percent of the Eastern District water supply and does not represent a disproportionate demand increase above existing water usage at the project site.

The existing water connections from the CWSC water distribution system to the project site was designed to serve the project site's existing and future institutional land use. Increased water usage by the proposed project may affect the existing water connections. LACCD will submit project design plans to the CWSC and will implement design features into the project design, to the satisfaction of the CWSC, to ensure that water system requirements are met. In addition, the proposed project would reduce water usage by implementing sustainable building features into the proposed project which include, but are not limited to, the installation of low-flush and waterless urinals, landscape design utilizing drought-tolerant and California native Plants, and artificial turf for athletic fields. Therefore the proposed project is anticipated to have a less-than-significant impact on the water supply and distribution infrastructure serving the project site.

Wastewater

The Final EIR for the 1998 FMP determined that the projected student population increase associated with the 1998 FMP would not have a potentially significant impact on the wastewater conveyance and treatment infrastructure serving the project site. Student enrollment in 2015 is expected to exceed the 1998 FMP projected student capacity by 2,000 students.

Existing wastewater generation at the project site is approximately 402,560 gpd.[9,10] The proposed project would result in wastewater generation of approximately 540,000 gpd.[11,12] Net wastewater generated by

[1]Assumes the existing student enrollment is 20,128.
[2]Water usage is assumed to be 120% of wastewater generation.
[3]County Sanitation Districts of Los Angeles County, *Table 1 Loadings for Each Class of Land Use*, Available at: http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531, Accessed January 20, 2010.
[4]The LACSD wastewater generation factor for colleges and universities is 20 gpd per student.
[5]Water usage is assumed to be 120% of wastewater generation.
[6]County Sanitation Districts of Los Angeles County, *Table 1 Loadings for Each Class of Land Use*, Available at: http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531, Accessed January 20, 2010.
[7]The LACSD wastewater generation factor for colleges and universities is 20 gpd per student.
[8]E-mail Correspondence, David Karraker, California Water Service Company, October 30, 2009.
[9]County Sanitation Districts of Los Angeles County, *Table 1 Loadings for Each Class of Land Use*, Available at: http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531, Accessed January 20, 2010.
[10]The LACSD wastewater generation factor for colleges and universities is 20 gpd per student.
[11]County Sanitation Districts of Los Angeles County, *Table 1 Loadings for Each Class of Land Use*, Available at: http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531, Accessed January 20, 2010.

the proposed project is 137,440 gpd. The Sanitation Districts of Los Angeles County (LACSanD) operates the Joint Water Pollution Control Plant (JWPCP) which treats wastewater generated by the project site. The JWPCP is designed to treat a maximum of 400 million gpd of wastewater and has a remaining capacity of approximately 113.8 million gpd.[13] Net wastewater generation of the project site is an approximately 0.1 percent decrease of the remaining treatment capacity of the JWPCP. The decrease in the remaining treatment capacity of the JWPCP is not anticipated to substantially burden or warrant an expansion by the LACSanD.

The LACSanD operates the Monterey Park Trunk Sewer which has a design capacity to convey 3.9 million gpd of wastewater and a remaining capacity of 3 million gpd.[14] Net wastewater generation of the proposed project is an approximately seven percent decrease in the remaining conveyance capacity of the Monterey Park Trunk Sewer. The decrease in the remaining treatment capacity of the Monterey Park Trunk Sewer is not anticipated to substantially burden or warrant expansion by the LACSanD.

The existing wastewater connections from the project site to the City of Monterey Park sewer system was designed to serve the project site's existing and future institutional land use. Increased wastewater generation by the proposed project may affect the existing City of Monterey Park sewage connections. LACCD will submit project design plans to the Monterey Park Department of Public Works (MPDPW) and will implement design features into the project design, to the satisfaction of the MPDPW, to ensure that water system requirements are met. In addition, the proposed project would reduce wastewater generation by implementing sustainable building features to which include, but are not limited to, the installation of low-flush and waterless urinals. Therefore the proposed project is anticipated to have a less-than-significant impact on the wastewater conveyance and treatment infrastructure.

Solid Waste

The Final EIR for the 1998 FMP determined, with the implementation of mitigation measures, the projected student population increase associated with the 1998 FMP would not have a potentially significant impact on solid waste disposal services from the project site. Student enrollment in 2015 is expected to exceed the 1998 FMP projected student capacity by 2,000 students.

The Puente Hills Landfill serves the project site and currently accepts maximum of 13,200 tons of solid waste per day.[15] In 2006, the reported solid waste generated by ELAC was approximately 2,016 tons. Approximately 1,106 tons, or approximately 55 percent of the solid waste in 2006 was diverted from the Puente Hills Landfill.[16] A solid waste generation factor of 0.55 pounds per student per day was derived from the year 2006 solid waste disposal statistics of ELAC. Existing solid waste generation by the project site is 11,070 pounds, or 5.5 tons, of solid waste per day. The proposed project would generate approximately 14,850 pounds, or 7.4 tons, of solid waste per day. ELAC has diverted over 50 percent of its solid waste from landfills from 2004 to 2006 and, thus, maintained compliance with State of California Assembly Bill 939 mandate to divert 50 percent of all solid waste from landfills.[17] The proposed project's net solid waste disposed at landfills would be approximately one ton of solid waste per day and does not represent a substantial generation of solid waste and disposal at the Puente Hills Landfill. The proposed project's compliance with the LACCD's district-wide recycling program would ensure that the diversion rate which would decrease the amount of solid waste transported and disposed of at the Puente

[12]The LACSD wastewater generation factor for colleges and universities is 20 gpd per student.
[13]Written Correspondence, Ruth Frazen, Sanitation Districts of Los Angeles County, October 27, 2009.
[14]*Ibid.*
[15]California Integrated Waste Management Board, *Solid Waste Facility/Site Summary: Puente Hills Landfill,* Available at: http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-0053/Detail/, Accessed January 25, 2010.
[16]California Integrated Waste Management Board, *State Agency Waste Management Report for East Los Angeles College*, 2006.
[17]*Ibid*.

Hills Landfill. Therefore the proposed project is not anticipated to substantially increase solid waste disposed of at the Puente Hills Landfill.

Stormwater/Drainage

The Final EIR for the 1998 FMP determined that the 1998 FMP would not have a potentially significant impact on stormwater drainage from the project site. Construction of new facilities and the modernization of existing facilities would comply with the requirements of the Los Angeles County Department of Public Works Standard Urban Stormwater Mitigation Plan (SUSMP). In addition, the proposed project would include LACCD sustainable design features which include, but are not limited to, the usage of pervious paving materials, stormwater harvesting for reuse in irrigation of buildings, and the creation of retention ponds, which would fulfill the LACCD mandate to have no stormwater leaving the campus.[18] Therefore, the proposed project is anticipated to have a less-than-significant impact on stormwater infrastructure.

[18]Los Angeles Community College District, *Sustainable Design Standards*, March 2009.

8.0 PERSONS AND SOURCES CONSULTED

8.1 PERSONS AND AGENCIES CONSULTED

County Sanitation Districts of Los Angeles County, Facilities Planning Department
1955 Workman Mill Road
Whittier, CA 90601-1400
Contact: Ruth I. Frazen, Customer Service Specialist.

California Water Service Company
East Los Angeles District
2632 West 237th Street
Torrance, CA 90505
Contact: David Karraker, District Manager

Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

8.2 SOURCES CONSULTED

B.A.C. Cooling Tower Selection Program Memorandum, September 22, 2009.

Barrio Planners Incorporated, *Interim Campus Plan with Construction Zones,* July 17, 2009.

BCR Consulting, *Cultural Resources Assessment Historic Buildings at East Los Angeles College, Monterey Park, Los Angeles County, California*, December 11, 2009.

California Integrated Waste Management Board, *Solid Waste Facility/Site Summary: Puente Hills Landfill*, Available at: http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-0053/Detail/, Accessed January 25, 2010.

California Integrated Waste Management Board, *State Agency Waste Management Report for East Los Angeles College*, 2006.

California Office of Noise Control, Department of Health Services, 1990.

California Environmental Protection Agency, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, March 2006, p. 11.

Capstone Turbine Corporation, C65 & C65-ICHP MicroTurbine brochure, copyright date 2008.

CARB, *Ambient Air Quality Standards*, November 17, 2008.

City of Monterey Park General Plan, 2001

City of Monterey Park Land Use Plan, 1990.

Cordoba Corporation, *East Los Angeles Community College Master Plan Update Traffic and Parking Analysis*, January 2010.

County Sanitation Districts of Los Angeles County, *Table 1 Loadings for Each Class of Land Use*, Available at: http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531, Accessed January 20, 2010.

East Los Angeles College, *2009 East Los Angeles College Facilities Master Plan Update.*

Federal Railway Administration, *High Speed Ground Transportation Noise and Vibration Impact Assessment*, October 2005.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

ITE Trip Generation Manual, 6th Edition.

Los Angeles Community College District Board of Trustees, *Board Meeting Minutes*, December 15, 2004.

Los Angeles Community College District, *Sustainable Design Standards*, March 2009.

Monterey Park Municipal Code, Title 9 Peace, Safety and Morals, Chapter 9.53 Noise, Section 9.53.040.

Monterey Park Municipal Code, Title 21 Zoning, Chapter 21.50 Sign Regulation, Section 21.50.070.

SCAG, *Regional Comprehensive Plan and Guide*, April 2001.

SCAQMD, *Air Quality Analysis Guidance Handbook*, Available at: http://www.aqmd.gov/ceqa/hdbk.html, Accessed December 1, 2009.

SCAQMD, *Historical Data by Year*, Available at: http://www.aqmd.gov/smog/historicaldata.htm, Accessed January 5, 2010.

SCAQMD, *Meteorological Data*, Available at: http://www.aqmd.gov/smog/metdata/MeteorologicalData.html, Accessed January 19, 2010.

SCAQMD, *Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-III)*, September 2008.

Terry A. Hayes Associates LLC, *East Los Angeles College Health Career Center, Categorical Exemption*. August 12, 2009.

The Illuminating Engineering Society of North America RP-6-01, *Recommended Practice for Sports and Recreational Area Lighting*, August 5, 2001.

Transportation Research Board, *Highway Capacity Manual, HCM2000*, 2000.

USEPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

Western Regional Climate Center, *Historical Climate Information*, Available at: http://www.wrcc.dri.edu, Accessed January 19, 2010.

8.3 PREPARERS OF THIS EIR

Terry A. Hayes Associates LLC
8522 National Boulevard, Suite 102
Culver City, CA 90232

Principal:	Terry Hayes, AICP
Senior Planner:	Kevin Ferrier
Senior Environmental Scientist:	Sam Silverman
Planners:	Michael Sullivan
	Kari Bernard
Assistant Planners:	Jeremy Stephens
	Kristen Kam
Technical Editor/ Graphic Artist:	Janet Murphy

In association with:

BCR Consulting
440 West 7th Street
Claremont, California 91711
Contact: David Brunzell, M.A., RPA

Cordoba Corporation
2677 North Main Street, Suite 240
Santa Ana, CA 92705
Contact: Catherine Higley, Vice President

Appendix A

Notice of Preparation and Comments on NOP

Notice of Preparation of a
Supplemental Environmental Impact Report

To: All Interested Persons and Agencies
From: The Los Angeles Community College District
Date: October 21, 2009
Project Title: East Los Angeles College Facilities Master Plan Update

Subject: The Los Angeles Community College District (LACCD), acting as the Lead Agency under the California Environmental Quality Act (CEQA), publicly announces its intent to initiate the preparation of a Supplemental Environmental Impact Report (Supplemental EIR) for the East Los Angeles College (ELAC) Facilities Master Plan Update (proposed project). The Supplemental EIR is a continuation of the Final Environmental Impact Report (Final EIR) prepared for the ELAC Facilities Master Plan (Original Facilities Master Plan) that was certified on February 20, 2002 (State Clearinghouse Number 2004109028), and the two subsequent Addendums to the Final EIR. An Addendum to the Final EIR was prepared in December 2004 for the 2004 Facilities Master Plan Update and in January 2008 for the modernization and expansion of the existing Dr. Helen Miller Bailey Library, an improvement that was not included in the Original Facilities Master Plan or in the 2004 Master Plan Update.

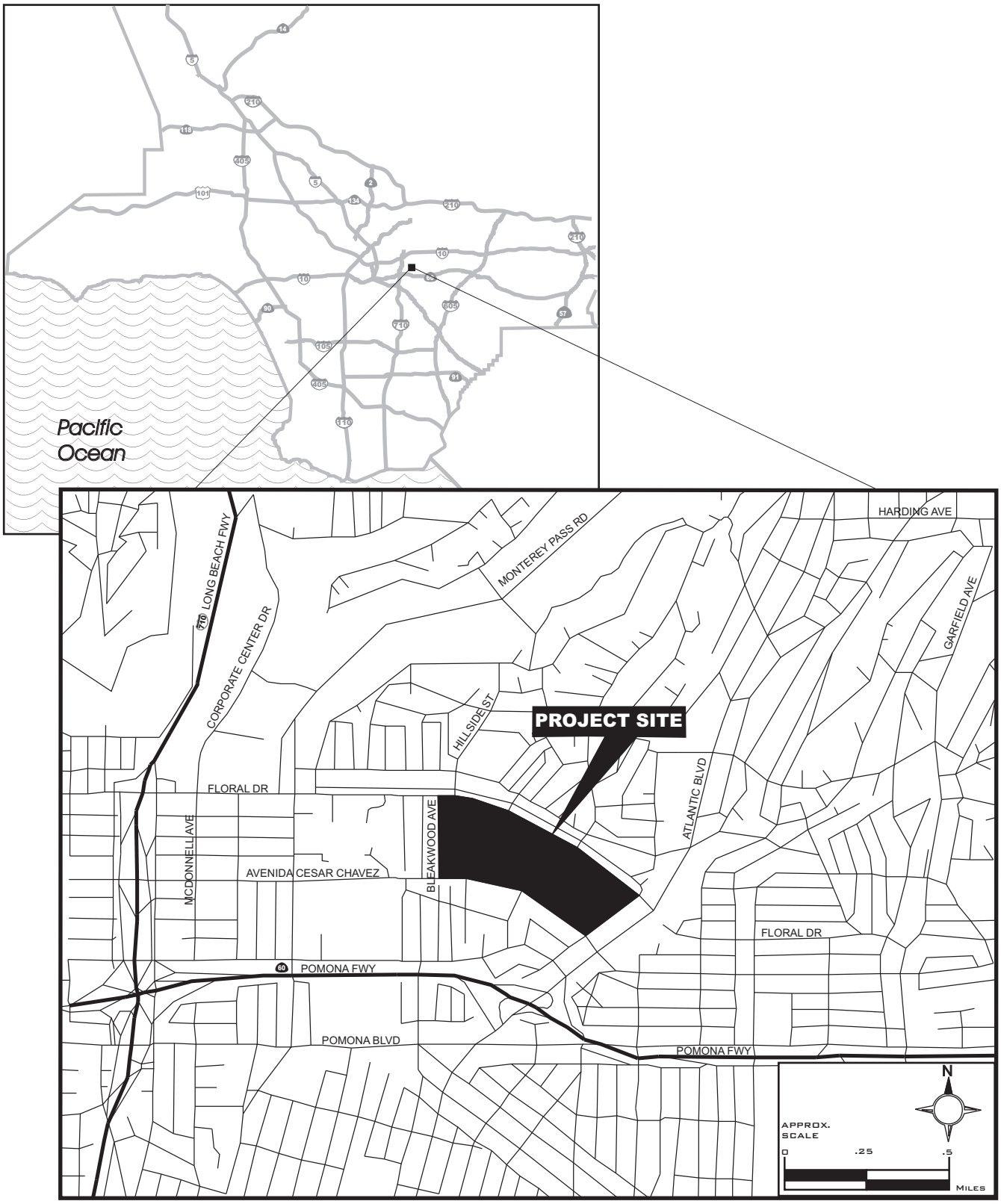
The Supplemental EIR will contain only the information necessary to make the changes as revised in the proposed project. This focus meets the requirements for supplemental analysis under Section 15163 of the CEQA Guidelines, which requires that only changes to the Final EIR prepared for the Original Facilities Master Plan and subsequent Addendums that may result in significant impacts and that were not evaluated and not previously disclosed be included in this Supplemental EIR.

Purpose of NOP: The Lead Agency has prepared this Notice of Preparation (NOP) for the Supplemental EIR to initiate early consultation and provide opportunity for comment from public agencies, stakeholders, organizations, and interested individuals on the scope of the environmental analysis addressing the potential effects of the proposed project. In accordance with the CEQA Guidelines, 14 CCR Section 15000 et seq., the Lead Agency is requesting written comments from public agencies, stakeholders, organizations and interested individuals on the scope and content of the environmental information that should be addressed in the Supplemental EIR. Responsible Agencies, as defined by CEQA Guidelines, Section 15381, if any, will need to use the Supplemental EIR when considering permits or other approvals for the proposed project.

Project Site and Location: ELAC is located at 1301 Avenida Cesar Chavez in the City of Monterey Park in Los Angeles County. The campus is approximately 5.5 miles east of Downtown Los Angeles (**Exhibit 1**). Geographically, the campus is nestled at the base of two groups of hills, the Repetto and Montebello Hills, which cross from the northwest to the southeast of the six-mile area surrounding the college. Specifically, the campus is bounded by Avenida Cesar Chavez to the south, Collegian Avenue to the east, Bleakwood Avenue to the west, and Floral Drive to the north.

Project Description: The proposed project is intended to act as a guide for future development of the college and present projects that carry forward the concepts of providing state-of-the-art learning environments, enhanced infrastructure, aesthetic improvements, improved safety through building improvements, lighting and adequate convenient parking, and the ability to maintain and/or increase course offerings and programs.

The components of the proposed project are broken into three categories: New Facilities, proposed Modernizations and Revised Project Descriptions. A site plan identifying the locations of the various project components within the ELAC campus are presented in **Exhibit 2**.



LEGEND:

Project Site

SOURCE: TAHA, 2009

East Los Angeles College Facilities Master Plan Update
Supplemental Environmental Impact Report

taha 2009-037

LOS ANGELES COMMUNITY COLLEGE DISTRICT

EXHIBIT 1

REGIONAL LOCATION

New Facilities Included in the 2009 Facilities Master Plan Update

Vocational / General Classroom Building – A LEED certified, 60,000-gsf multi-story vocational and general classroom building housing, Administrative Justice, fire technology, forensics (labs-CSI), probation and general lecture classroom and offices. The existing Nursing Building G9 would be demolished to accommodate this new facility.

Student Success and Retention Center – A LEED certified, 130,000-gsf, 5-story building housing English, foreign language, speech and communications, ESL and basic skills, non-credit, Chicano studies, reading/writing labs, learning assistance and honors program, is proposed to consolidate the language arts programs into a single cohesive center. The construction of this facility would address the current program needs to move the college into current facilities standards. The proposed building would replace the existing Business E3, Classrooms E5 and E6 Bungalows and include a landscaped/hardscaped central campus quad area.

Campus Marquees – Three campus electronic digital message-information signs with 8- to 10-foot high by 12-foot wide Light-Emitting-Diode (LED) display boards would be located at the northwest corner of Weingart Stadium, the southwest corner of the Collegian Avenue/Floral Drive intersection, and at the entryway of Parking Structure 3.

Proposed Modernizations in the 2009 Facilities Master Plan Update

Classrooms G8 and H8 Modernization – Classrooms G8 and H8 were originally proposed to be demolished to accommodate the Math and Science Complex (see below). The modernization, which will be integrated into the Math / Science Complex would modernize Classrooms G8 and H8 which were originally constructed in 1963 and 1961 respectively. This modernization will bring the existing buildings up to current code and life safety standard and provide modernized classroom space to meet current and future enrollment.

Revised Project Descriptions in the 2009 Facilities Master Plan Update

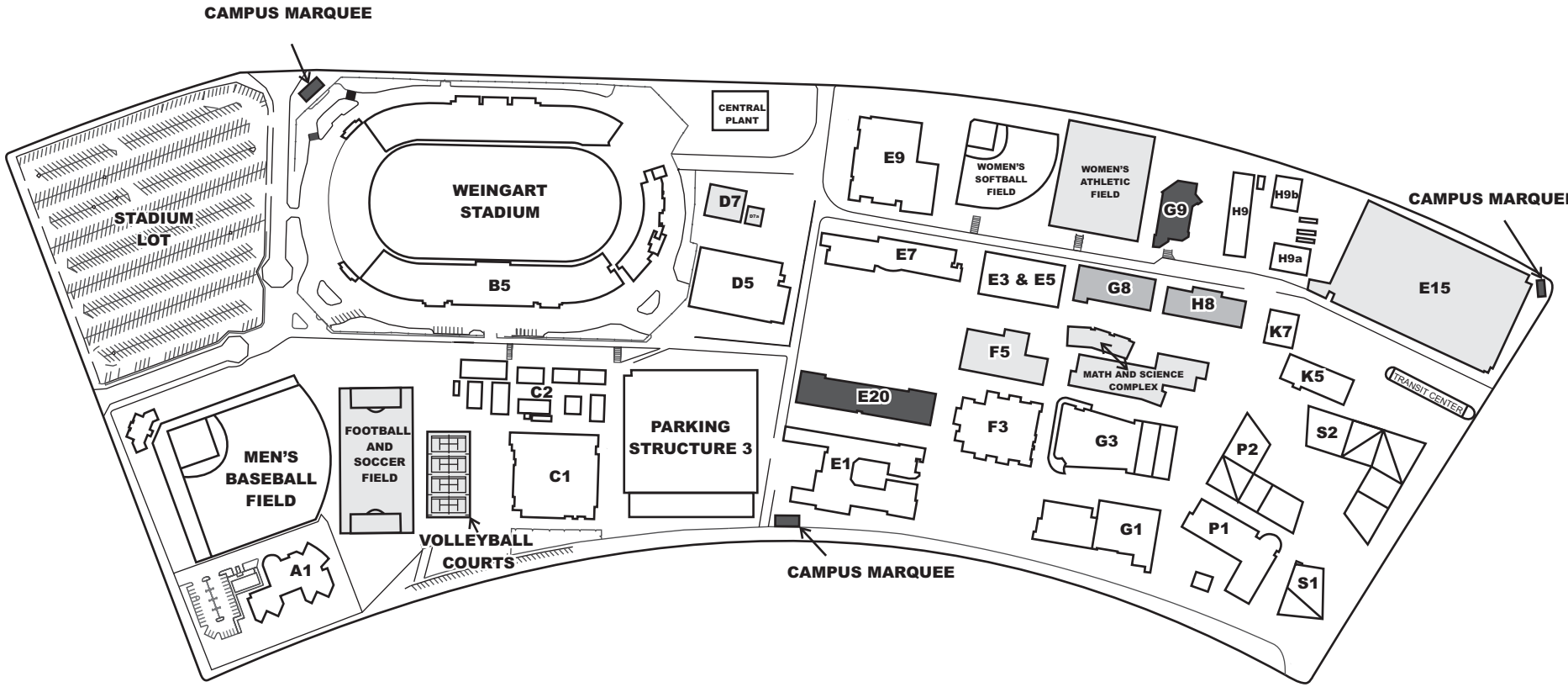
Math and Science Complex – The Original Facilities Master Plan proposed the consolidation of math and science facilities, seven buildings were to be demolished to accommodate this 140,000-gsf facility. The 2004 Facilities Master Plan Update proposed to incorporate the Health Care Careers Building in this facility, the Health Care Careers Building is now being accommodated at a satellite location which will undergo separate review. The revised project description reduces the number of buildings beings demolished from seven to five and proposes a reduction in size, from 140,000 to 118,334 gsf.

Campus Student Center / Bookstore Complex – A LEED certified, 55,000-gsf multi-story building, which would include a food court, bookstore, student activities center, student government offices, international student office, health services, Cal-Works, multi-purpose room, meeting rooms and faculty lounge. The proposed building would replace the existing Student Services Building F5.

Volleyball Courts, Football and Soccer Fields – The Original Facilities Master Plan proposed volleyball courts and one full-sized field (football or soccer). The volleyball courts were not proposed as part of the 2004 Facilities Master Plan Update. The 2009 Facilities Master Plan Update proposes to reincorporate the athletic fields. The B2 Bungalow Complex will be removed to accommodate the new athletic fields.

Women's Athletic Field – The Original Facilities Master Plan proposed a new women's athletic field. The athletic field was not proposed as part of the 2004 Facilities Master Plan Update. The 2009 Facilities Master Plan Update proposes to reincorporate the athletic field. The F9 Bungalow Complex will be removed to accommodate the new athletic field.

Lot #4 – The Original Facilities Master Plan proposed a 1,000-car, five-level (one below ground) parking structure. In the 2004 Facilities Master Plan Update the parking structure was revised to accommodate a 1,600-car, four-level parking structure with an expanded footprint. The 2009 Facilities Master Plan Update reduces the number of parking spaces from 1,600 to 1,574 spaces.



LEGEND: Proposed New Facilities | Proposed Modernizations | Revised Project Descriptions | Existing Buildings

A1	Child Development Center	E3/E5	Classrooms	G1	Administration	K7	Classrooms
B5	Weingart Stadium/Sheriffs Office	E7	Technology Center	G3	Ingalls Auditorium	P1	Auto Technology
C1	Men's Gym/Fitness Center	E9	Women's Gym	G8	Classrooms	P2	Performing Arts Complex
C2	Classrooms	E15	Parking Lot 4	G9	Vocational/General Classrooms	S1	Vincent Price Art Gallery
D5	Swim Stadium	E20	Student Success & Retention Center	H8	Classrooms	S2	Fine Arts Complex
D7	Faculty Office	F3	Bailey Library	H9	Plant Facilities		
E1	Student Services Center	F5	Campus Student Center/Bookstore Complex	K5	Classrooms		

SOURCE: 2009 East Los Angeles College Facilities Master Plan Update

EXHIBIT 2

PROPOSED SITE PLAN

Areas of Project Impact: Environmental effects are anticipated in the following categories: Aesthetics and Lighting; Air Quality; Cultural Resources; Geology; Hazards and Hazardous Materials; Land Use and Planning; Noise; Population and Housing; Public Services; Transportation and Traffic; and Utilities and Service Systems. An Initial Study was not prepared for this project as preliminary review of the project scope indicated the necessity to prepare a Supplemental EIR. Therefore, all topics included in the CEQA Initial Study Checklist will be analyzed in the Supplemental EIR.

The SEIR will seek to identify and analyze the significant impacts of the proposed project and recommend possible mitigation measures, when necessary, to eliminate or substantially reduce any identified significant impacts.

How to Comment: When submitting a comment, please include the name of a contact person in your agency or organization. Comments regarding the scope of the environmental analysis to be conducted for the proposed project may be submitted by mail, e-mail, or fax to the address below:

Larry Eisenberg, Executive Director, Facilities Planning and Development
Los Angeles Community College District
770 Wilshire Boulevard, 6th Floor
Los Angeles, CA 90017
Fax: 213-891-2145
E-mail: EisenbLH@email.laccd.edu

In addition, comments may be submitted at the public scoping meeting to be held on November 5th at 6:00 p.m. in the Auditorium Foyer at the East Los Angeles College, 1301 Avenida Cesar Chavez, Monterey Park, CA 91754

Please send comments at the earliest possible date. All comments must be received by November 20th, 2009 for consideration.

WATER RECLAMATION
SOLID WASTE MANAGEMENT

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

October 27, 2009

File No: 02-00.04-00

Mr. Larry Eisenberg, Executive Director
Facilities Planning and Development
Los Angeles Community College District
770 Wilshire Boulevard, 6th Floor
Los Angeles, CA 90017

Dear Mr. Eisenberg:

East Los Angeles College Facilities Master Plan Update

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Supplemental Environmental Impact Report for the subject project on October 22, 2009. The proposed development is located within the jurisdictional boundaries of District No. 2. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to local sewer lines, which are not maintained by the Districts, for conveyance to the Districts' Monterey Park Extension Trunk Sewer, located in Avenida Cesar Chavez at Atlantic Boulevard. This 15-inch diameter trunk sewer has a design capacity of 3.9 million gallons per day (mgd) and conveyed a peak flow of 1.9 mgd when last measured in 2007.

2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 400 mgd and currently processes an average flow of 286.2 mgd.

3. In order to estimate the volume of wastewater the project will generate, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2 for a copy of the Districts' average wastewater generation factors.

4. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

Ruth I. Frazen
Customer Service Specialist
Facilities Planning Department

RIF:rf

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

October 21, 2009

To: Reviewing Agencies

Re: East Los Angeles College Facilities Master Plan Update
SCH# 2009101074

Attached for your review and comment is the Notice of Preparation (NOP) for the East Los Angeles College Facilities Master Plan Update draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Larry Eisenberg
Los Angeles Community College District
770 Wilshire Boulevard, 6th Floor
Los Angeles, CA 90017

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Acting Director

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2009101074
Project Title East Los Angeles College Facilities Master Plan Update
Lead Agency Los Angeles Community College District

Type NOP Notice of Preparation

Description NOTE: Reference SCH# 2004109028.

The proposed project is intended to act as a guide for future development of the college and present projects that carry forward the concepts of providing state-of-the-art learning environments, enhanced infrastructure, aesthetic improvements, improved safety through building improvements, lighting and adequate convenient parking, and the ability to maintain and/or increase course offerings and programs. The components of the proposed project are broken into three categories: New facilities, Proposed Modernizations and Revised project descriptions.
Classrooms G8 and H8 Modernization - Classrooms G8 and H8 were originally proposed to be demolished to accommodate the Math and Science Complex. The modernization, which will be integrated into the Math/Science Complex would modernize Classrooms G8 and H8 which were originally constructed in 1963 and 1961 respectively. This modernization will bring the existing buildings up to current code and life safety standard and provide modernized classroom space to meet current and future enrollment.

Lead Agency Contact

Name Larry Eisenberg
Agency Los Angeles Community College District
Phone (213) 891-2366 **Fax**
email
Address 770 Wilshire Boulevard, 6th Floor
City Los Angeles **State** CA **Zip** 90017

Project Location

County Los Angeles
City Monterey Park
Region
Cross Streets Avenida Cesar Chavez/Collegian Avenue
Lat / Long 34° 2' 29.6" N / 118° 8' 57.9" W
Parcel No. 5251-002-902 & 5251-002-903
Township **Range** **Section** **Base**

Proximity to:

Highways SR 60
Airports
Railways
Waterways
Schools
Land Use

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

---

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; CA Department of Public Health; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Date Received 10/21/2009 ***Start of Review*** 10/21/2009 ***End of Review*** 11/19/2009

Note: Blanks in data fields result from insufficient information provided by lead agency.

reference sch# 2004109028

Resources Agency

- [■] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Mike Sotelo
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Gerald R. Zimmerman
- [■] **Dept. of Conservation**
  Rebecca Salazar
- [ ] **California Energy Commission**
  Dale Edwards
- [ ] **Cal Fire**
  Allen Robertson
- [■] **Office of Historic Preservation**
  Wayne Donaldson
- [■] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **Central Valley Flood Protection Board**
  Jon Yego
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [■] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou
- [ ] _____
  Conservancy

Fish and Game

- [ ] **Depart. of Fish & Game**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Game Region 1**
  Donald Koch
- [ ] **Fish & Game Region 1E**
  Laurie Harnsberger
- [ ] **Fish & Game Region 2**
  Jeff Drongesen
- [ ] **Fish & Game Region 3**
  Robert Floerke
- [ ] **Fish & Game Region 4**
  Julie Vance
- [✓] **Fish & Game Region 5**
  Don Chadwick
  Habitat Conservation Program
- [ ] **Fish & Game Region 6**
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] **Fish & Game Region 6 I/M**
  Gabrina Getchel
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M**
  George Isaac
  Marine Region

Other Departments

- [ ] **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture
- [ ] **Depart. of General Services**
  Public School Construction
- [ ] **Dept. of General Services**
  Anna Garbeff
  Environmental Services Section
- [ ] **Dept. of Public Health**
  Bridgette Binning
  Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Linda Flack
- [ ] **Office of Emergency Services**
  Dennis Castrillo
- [ ] **Governor's Office of Planning & Research**
  State Clearinghouse
- [■] **Native American Heritage Comm.**
  Debbie Treadway

Public Utilities Commission

- [■] **Public Utilities Commission**
  Leo Wong
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [ ] **State Lands Commission**
  Marina Brand
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- [ ] **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- [ ] **Caltrans - Planning**
  Terri Pencovic
- [■] **California Highway Patrol**
  Scott Loetscher
  Office of Special Projects
- [ ] **Housing & Community Development**
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [ ] **Caltrans, District 3**
  Bruce de Terra
- [ ] **Caltrans, District 4**
  Lisa Carboni
- [ ] **Caltrans, District 5**
  David Murray
- [ ] **Caltrans, District 6**
  Michael Navarro
- [✓] **Caltrans, District 7**
  Elmer Alvarez
- [ ] **Caltrans, District 8**
  Dan Kopulsky
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Jacob Armstrong
- [ ] **Caltrans, District 12**
  Chris Herre

Cal EPA

Air Resources Board

- [ ] Airport Projects
  Jim Lerner
  - [ ] Transportation Projects
    Douglas Ito
  - [ ] Industrial Projects
    Mike Tollstrup
- [ ] **California Integrated Waste Management Board**
  Sue O'Leary
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Steven Herrera
  Division of Water Rights
- [■] **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [■] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] Other _____

Last Updated on 03/24/2009

Received
November 5, 2009

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

October 30, 2009

Mr. Larry Eisenberg
Executive Director, Facilities Planning and Development
Los Angeles Community College District
770 Wilshire Boulevard, 6th Floor
Los Angeles, CA 90017

Dear Mr. Eisenberg:

Notice of Preparation of a Supplemental Draft Environmental Impact Report (Draft EIR) for the
East Los Angeles College Facilities Master Plan Update

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. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Electronic files include spreadsheets, database files, input files, output files, etc., and does not mean Adobe PDF files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

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, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

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 (including demolition, if any) 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 be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency 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 web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. 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. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html 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. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. 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 Daniel Garcia, Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Susan Nakamura
Planning Manager
Planning, Rule Development and Area Sources

SN:DG:AK
LAC091021-04AK
Control Number

Appendix B

Air Quality Data

Concentrations of CO for Project

2009 - Existing

Intersection	1-Hour Bckgrnd Conc.	8-Hour Bckgrnd Conc.	Model RESULTS	Parts Per Million	
			1-hour	1-hour	8-hour
Ford Blvd/I-710 NB On Ramp & Floral Dr - PM	4	2.8	0.4	4	3.1
Bleakwood Ave and Floral Dr - AM	4	2.8	0.3	4	3.0
Bleakwood Ave and Floral Dr - PM	4	2.8	0.3	4	3.0
SR 60 WB Off Ramp/1st St & Atlantic Blvd - AM	4	2.8	0.6	5	3.2
SR 60 WB Off Ramp/1st St & Atlantic Blvd - PM	4	2.8	0.6	5	3.2

2015 Without Project

Intersection	1-Hour Bckgrnd Conc.	8-Hour Bckgrnd Conc.	Model RESULTS	Parts Per Million	
			1-hour	1-hour	8-hour
Ford Blvd/I-710 NB On Ramp & Floral Dr - PM	3	2.1	0.2	4	2.2
Bleakwood Ave and Floral Dr - AM	3	2.1	0.2	4	2.2
Bleakwood Ave and Floral Dr - PM	3	2.1	0.2	4	2.2
SR 60 WB Off Ramp/1st St & Atlantic Blvd - AM	3	2.1	0.3	4	2.3
SR 60 WB Off Ramp/1st St & Atlantic Blvd - PM	3	2.1	0.4	4	2.4

2015 With Project

Intersection	1-Hour Bckgrnd Conc.	8-Hour Bckgrnd Conc.	Model RESULTS	Parts Per Million	
			1-hour	1-hour	8-hour
Ford Blvd/I-710 NB On Ramp & Floral Dr - PM	3	2.1	0.2	4	2.2
Bleakwood Ave and Floral Dr - AM	3	2.1	0.2	4	2.2
Bleakwood Ave and Floral Dr - PM	3	2.1	0.3	4	2.3
SR 60 WB Off Ramp/1st St & Atlantic Blvd - AM	3	2.1	0.3	4	2.3
SR 60 WB Off Ramp/1st St & Atlantic Blvd - PM	3	2.1	0.4	4	2.4

State Standard				20	9.0

JOB: Bleakwood & Floral - Existing - AM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 13:15:41

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NBA	1660.1	.0	1660.1	1640.4	1640.	360.	AG	138.	4.1	.0	****		
2. NBQ	1660.1	1601.0	1660.1	1455.5	146.	180.	AG	11.	100.0	.0	39.4	1.04	7.4
3. SBD	1620.7	1640.4	1620.7	.0	1640.	180.	AG	228.	4.1	.0	****		
4. EBA	.0	1620.7	1640.4	1620.7	1640.	90.	AG	484.	4.1	.0	****		
5. EBD	1640.4	1620.7	3280.8	1620.7	1640.	90.	AG	410.	4.1	.0	****		
6. EBQ	1601.0	1620.7	1582.5	1620.7	19.	270.	AG	2.	100.0	.0	39.4	.38	.9
7. WBA	3280.8	1660.1	1640.4	1660.1	1640.	270.	AG	444.	4.1	.0	****		
8. WBD	1640.4	1660.1	.0	1660.1	1640.	270.	AG	428.	4.1	.0	****		
9. WBQ	1679.8	1660.1	1696.8	1660.1	17.	90.	AG	2.	100.0	.0	39.4	.35	.9

JOB: Bleakwood & Floral - Existing - AM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 13:15:41

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
2. NBQ	60	50	3.0	138	1600	4.84	3	3
6. EBQ	60	7	3.0	484	1600	4.84	3	3
9. WBQ	60	7	3.0	444	1600	4.84	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Rcpt_1	1568.2	1712.6	5.9
2. Rcpt_2	1712.6	1712.6	5.9
3. Rcpt_3	1568.2	1568.2	5.9
4. Rcpt_4	1712.6	1568.2	5.9

JOB: Bleakwood & Floral - Existing - AM RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.0	.0	.1	.0
10.	.0	.0	.1	.0
20.	.0	.0	.1	.0
30.	.0	.0	.1	.0
40.	.0	.0	.1	.0
50.	.0	.0	.0	.1
60.	.0	.0	.0	.2
70.	.0	.0	.2	.2
80.	.0	.0	.2	.2
90.	.1	.1	.1	.1
100.	.2	.2	.0	.0
110.	.2	.2	.0	.0
120.	.0	.2	.0	.0
130.	.0	.1	.0	.0
140.	.0	.1	.0	.0
150.	.0	.0	.0	.0
160.	.0	.0	.0	.0
170.	.1	.0	.1	.0
180.	.0	.0	.1	.0
190.	.0	.0	.0	.0
200.	.0	.0	.0	.0
210.	.0	.0	.0	.0
220.	.1	.0	.0	.0
230.	.2	.0	.0	.0
240.	.2	.1	.0	.0
250.	.2	.2	.0	.0
260.	.2	.2	.0	.0
270.	.1	.1	.1	.1
280.	.0	.0	.3	.2
290.	.0	.0	.2	.2
300.	.0	.0	.2	.0
310.	.0	.0	.1	.0
320.	.0	.0	.1	.0
330.	.0	.0	.1	.0
340.	.0	.0	.0	.0
350.	.0	.0	.0	.0
360.	.0	.0	.1	.0
MAX DEGR.	.2 100	.2 100	.3 280	.2 60

THE HIGHEST CONCENTRATION OF .30 PPM OCCURRED AT RECEPTOR REC3 .

JOB: Bleakwood & Floral - Baseline - AM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 13:44:29

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NBA	1660.1	.0	1660.1	1640.4	1640.	360.	AG	143.	2.5	.0	****		
2. NBQ	1660.1	1601.0	1660.1	1402.8	198.	180.	AG	11.	100.0	.0	39.4	1.08	10.1
3. SBD	1620.7	1640.4	1620.7	.0	1640.	180.	AG	236.	2.5	.0	****		
4. EBA	.0	1620.7	1640.4	1620.7	1640.	90.	AG	502.	2.5	.0	****		
5. EBD	1640.4	1620.7	3280.8	1620.7	1640.	90.	AG	425.	2.5	.0	****		
6. EBQ	1601.0	1620.7	1581.8	1620.7	19.	270.	AG	2.	100.0	.0	39.4	.39	1.0
7. WBA	3280.8	1660.1	1640.4	1660.1	1640.	270.	AG	460.	2.5	.0	****		
8. WBD	1640.4	1660.1	.0	1660.1	1640.	270.	AG	444.	2.5	.0	****		
9. WBQ	1679.8	1660.1	1697.4	1660.1	18.	90.	AG	2.	100.0	.0	39.4	.36	.9

JOB: Bleakwood & Floral - Baseline - AM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 13:44:29

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
2. NBQ	60	50	3.0	143	1600	4.95	3	3
6. EBQ	60	7	3.0	502	1600	4.95	3	3
9. WBQ	60	7	3.0	460	1600	4.95	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Rcpt_1	1568.2	1712.6	5.9
2. Rcpt_2	1712.6	1712.6	5.9
3. Rcpt_3	1568.2	1568.2	5.9
4. Rcpt_4	1712.6	1568.2	5.9

JOB: Bleakwood & Floral - Baseline - AM RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.0	.0	.0	.0
10.	.0	.0	.0	.0
20.	.0	.0	.0	.0
30.	.0	.0	.0	.0
40.	.0	.0	.0	.0
50.	.0	.0	.0	.0
60.	.0	.0	.0	.0
70.	.0	.0	.0	.1
80.	.0	.0	.2	.2
90.	.1	.1	.1	.1
100.	.2	.2	.0	.0
110.	.0	.1	.0	.0
120.	.0	.0	.0	.0
130.	.0	.0	.0	.0
140.	.0	.0	.0	.0
150.	.0	.0	.0	.0
160.	.0	.0	.0	.0
170.	.0	.0	.0	.0
180.	.0	.0	.0	.0
190.	.0	.0	.0	.0
200.	.0	.0	.0	.0
210.	.0	.0	.0	.0
220.	.0	.0	.0	.0
230.	.0	.0	.0	.0
240.	.0	.0	.0	.0
250.	.1	.0	.0	.0
260.	.2	.2	.0	.0
270.	.1	.1	.1	.1
280.	.0	.0	.2	.2
290.	.0	.0	.1	.0
300.	.0	.0	.0	.0
310.	.0	.0	.0	.0
320.	.0	.0	.0	.0
330.	.0	.0	.0	.0
340.	.0	.0	.0	.0
350.	.0	.0	.0	.0
360.	.0	.0	.0	.0
MAX DEGR.	.2 100	.2 100	.2 80	.2 80

THE HIGHEST CONCENTRATION OF .20 PPM OCCURRED AT RECEPTOR REC3 .

JOB: Bleakwood & Floral - Project - AM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 13:27: 5

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NBA	1660.1	.0	1660.1	1640.4	1640.	360.	AG	149.	2.5	.0	****		
2. NBQ	1660.1	1601.0	1660.1	1339.5	262.	180.	AG	11.	100.0	.0	39.4	1.12	13.3
3. SBD	1620.7	1640.4	1620.7	.0	1640.	180.	AG	294.	2.5	.0	****		
4. EBA	.0	1620.7	1640.4	1620.7	1640.	90.	AG	598.	2.5	.0	****		
5. EBD	1640.4	1620.7	3280.8	1620.7	1640.	90.	AG	463.	2.5	.0	****		
6. EBQ	1601.0	1620.7	1578.2	1620.7	23.	270.	AG	2.	100.0	.0	39.4	.47	1.2
7. WBA	3280.8	1660.1	1640.4	1660.1	1640.	270.	AG	464.	2.5	.0	****		
8. WBD	1640.4	1660.1	.0	1660.1	1640.	270.	AG	454.	2.5	.0	****		
9. WBQ	1679.8	1660.1	1697.6	1660.1	18.	90.	AG	2.	100.0	.0	39.4	.36	.9

JOB: Bleakwood & Floral - Project - AM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 13:27: 5

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
2. NBQ	60	50	3.0	149	1600	4.95	3	3
6. EBQ	60	7	3.0	598	1600	4.95	3	3
9. WBQ	60	7	3.0	464	1600	4.95	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Rcpt_1	1568.2	1712.6	5.9
2. Rcpt_2	1712.6	1712.6	5.9
3. Rcpt_3	1568.2	1568.2	5.9
4. Rcpt_4	1712.6	1568.2	5.9

JOB: Bleakwood & Floral - Project - AM RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.0	.0	.0	.0
10.	.0	.0	.0	.0
20.	.0	.0	.0	.0
30.	.0	.0	.0	.0
40.	.0	.0	.0	.0
50.	.0	.0	.0	.0
60.	.0	.0	.0	.0
70.	.0	.0	.0	.1
80.	.0	.0	.2	.2
90.	.1	.1	.1	.1
100.	.2	.2	.0	.0
110.	.0	.1	.0	.0
120.	.0	.0	.0	.0
130.	.0	.0	.0	.0
140.	.0	.0	.0	.0
150.	.0	.0	.0	.0
160.	.0	.0	.0	.0
170.	.0	.0	.1	.0
180.	.0	.0	.0	.0
190.	.0	.0	.0	.0
200.	.0	.0	.0	.0
210.	.0	.0	.0	.0
220.	.0	.0	.0	.0
230.	.0	.0	.0	.0
240.	.0	.0	.0	.0
250.	.2	.1	.0	.0
260.	.2	.2	.0	.0
270.	.1	.1	.1	.1
280.	.0	.0	.2	.2
290.	.0	.0	.1	.1
300.	.0	.0	.1	.0
310.	.0	.0	.0	.0
320.	.0	.0	.0	.0
330.	.0	.0	.0	.0
340.	.0	.0	.0	.0
350.	.0	.0	.0	.0
360.	.0	.0	.0	.0
MAX DEGR.	.2 100	.2 100	.2 80	.2 80

THE HIGHEST CONCENTRATION OF .20 PPM OCCURRED AT RECEPTOR REC3 .

JOB: Bleakwood & Floral - Existing - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 14: 1:45

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NBA	1660.1	.0	1660.1	1640.4	1640.	360.	AG	116.	4.1	.0	****		
2. NBQ	1660.1	1601.0	1660.1	1139.9	461.	180.	AG	11.	100.0	.0	39.4	1.47	23.4
3. SBD	1620.7	1640.4	1620.7	.0	1640.	180.	AG	112.	4.1	.0	****		
4. EBA	.0	1620.7	1640.4	1620.7	1640.	90.	AG	743.	4.1	.0	****		
5. EBD	1640.4	1620.7	3280.8	1620.7	1640.	90.	AG	753.	4.1	.0	****		
6. EBQ	1601.0	1620.7	1580.7	1620.7	20.	270.	AG	1.	100.0	.0	39.4	.56	1.0
7. WBA	3280.8	1660.1	1640.4	1660.1	1640.	270.	AG	379.	4.1	.0	****		
8. WBD	1640.4	1660.1	.0	1660.1	1640.	270.	AG	373.	4.1	.0	****		
9. WBQ	1679.8	1660.1	1690.2	1660.1	10.	90.	AG	1.	100.0	.0	39.4	.28	.5

JOB: Bleakwood & Floral - Existing - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 14: 1:45

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
2. NBQ	60	52	3.0	116	1600	4.84	3	3
6. EBQ	60	5	3.0	743	1600	4.84	3	3
9. WBQ	60	5	3.0	379	1600	4.84	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Rcpt_1	1568.2	1712.6	5.9
2. Rcpt_2	1712.6	1712.6	5.9
3. Rcpt_3	1568.2	1568.2	5.9
4. Rcpt_4	1712.6	1568.2	5.9

JOB: Bleakwood & Floral - Existing - PM RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.0	.0	.1	.1
10.	.0	.0	.1	.1
20.	.0	.0	.1	.1
30.	.0	.0	.1	.1
40.	.0	.0	.1	.1
50.	.0	.0	.1	.1
60.	.0	.0	.2	.1
70.	.0	.0	.3	.3
80.	.0	.0	.3	.3
90.	.2	.2	.2	.2
100.	.3	.2	.0	.0
110.	.2	.2	.0	.0
120.	.1	.2	.0	.0
130.	.1	.2	.0	.0
140.	.0	.1	.0	.0
150.	.1	.1	.0	.0
160.	.1	.1	.0	.0
170.	.1	.1	.0	.0
180.	.1	.1	.0	.0
190.	.1	.2	.0	.0
200.	.1	.1	.0	.0
210.	.1	.1	.0	.0
220.	.1	.0	.0	.0
230.	.2	.1	.0	.0
240.	.2	.1	.0	.0
250.	.2	.2	.0	.0
260.	.2	.2	.0	.0
270.	.2	.2	.2	.2
280.	.0	.0	.3	.3
290.	.0	.0	.3	.3
300.	.0	.0	.1	.2
310.	.0	.0	.1	.1
320.	.0	.0	.1	.1
330.	.0	.0	.1	.1
340.	.0	.0	.1	.1
350.	.0	.0	.1	.1
360.	.0	.0	.1	.1
MAX	.3	.2	.3	.3
DEGR.	100	90	70	70

THE HIGHEST CONCENTRATION OF .30 PPM OCCURRED AT RECEPTOR REC3 .

JOB: Bleakwood & Floral - Baseline - AM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 14:12:24

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NBA	1660.1	.0	1660.1	1640.4	1640.	360.	AG	120.	2.5	.0	****		
2. NBQ	1660.1	1601.0	1660.1	1097.2	504.	180.	AG	12.	100.0	.0	39.4	1.52	25.6
3. SBD	1620.7	1640.4	1620.7	.0	1640.	180.	AG	116.	2.5	.0	****		
4. EBA	.0	1620.7	1640.4	1620.7	1640.	90.	AG	774.	2.5	.0	****		
5. EBD	1640.4	1620.7	3280.8	1620.7	1640.	90.	AG	784.	2.5	.0	****		
6. EBQ	1601.0	1620.7	1579.9	1620.7	21.	270.	AG	1.	100.0	.0	39.4	.58	1.1
7. WBA	3280.8	1660.1	1640.4	1660.1	1640.	270.	AG	398.	2.5	.0	****		
8. WBD	1640.4	1660.1	.0	1660.1	1640.	270.	AG	392.	2.5	.0	****		
9. WBQ	1679.8	1660.1	1690.7	1660.1	11.	90.	AG	1.	100.0	.0	39.4	.30	.6

JOB: Bleakwood & Floral - Baseline - AM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 14:12:24

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
2. NBQ	60	52	3.0	120	1600	4.95	3	3
6. EBQ	60	5	3.0	774	1600	4.95	3	3
9. WBQ	60	5	3.0	398	1600	4.95	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Rcpt_1	1568.2	1712.6	5.9
2. Rcpt_2	1712.6	1712.6	5.9
3. Rcpt_3	1568.2	1568.2	5.9
4. Rcpt_4	1712.6	1568.2	5.9

JOB: Bleakwood & Floral - Baseline - AM RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.0	.0	.1	.1
10.	.0	.0	.0	.0
20.	.0	.0	.1	.0
30.	.0	.0	.1	.1
40.	.0	.0	.0	.1
50.	.0	.0	.0	.1
60.	.0	.0	.0	.1
70.	.0	.0	.1	.1
80.	.0	.0	.1	.1
90.	.1	.1	.1	.1
100.	.2	.2	.0	.0
110.	.1	.2	.0	.0
120.	.1	.1	.0	.0
130.	.0	.1	.0	.0
140.	.0	.0	.0	.0
150.	.0	.0	.0	.0
160.	.0	.0	.0	.0
170.	.0	.0	.0	.0
180.	.0	.0	.0	.0
190.	.0	.1	.0	.0
200.	.0	.0	.0	.0
210.	.0	.0	.0	.0
220.	.0	.0	.0	.0
230.	.1	.0	.0	.0
240.	.1	.1	.0	.0
250.	.2	.1	.0	.0
260.	.2	.2	.0	.0
270.	.1	.1	.1	.1
280.	.0	.0	.1	.1
290.	.0	.0	.1	.1
300.	.0	.0	.1	.0
310.	.0	.0	.1	.0
320.	.0	.0	.1	.0
330.	.0	.0	.1	.1
340.	.0	.0	.0	.1
350.	.0	.0	.0	.0
360.	.0	.0	.1	.1
MAX DEGR.	.2 100	.2 100	.1 0	.1 0

THE HIGHEST CONCENTRATION OF .20 PPM OCCURRED AT RECEPTOR REC1 .

JOB: Bleakwood & Floral - Project - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 14:19:54

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NBA	1660.1	.0	1660.1	1640.4	1640.	360.	AG	144.	2.5	.0	****		
2. NBQ	1660.1	1601.0	1660.1	1118.3	483.	180.	AG	11.	100.0	.0	39.4	1.36	24.5
3. SBD	1620.7	1640.4	1620.7	.0	1640.	180.	AG	167.	2.5	.0	****		
4. EBA	.0	1620.7	1640.4	1620.7	1640.	90.	AG	851.	2.5	.0	****		
5. EBD	1640.4	1620.7	3280.8	1620.7	1640.	90.	AG	809.	2.5	.0	****		
6. EBQ	1601.0	1620.7	1573.1	1620.7	28.	270.	AG	1.	100.0	.0	39.4	.65	1.4
7. WBA	3280.8	1660.1	1640.4	1660.1	1640.	270.	AG	408.	2.5	.0	****		
8. WBD	1640.4	1660.1	.0	1660.1	1640.	270.	AG	427.	2.5	.0	****		
9. WBQ	1679.8	1660.1	1693.2	1660.1	13.	90.	AG	1.	100.0	.0	39.4	.31	.7

JOB: Bleakwood & Floral - Project - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 14:19:54

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
2. NBQ	60	51	3.0	144	1600	4.95	3	3
6. EBQ	60	6	3.0	851	1600	4.95	3	3
9. WBQ	60	6	3.0	408	1600	4.95	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Rcpt_1	1568.2	1712.6	5.9
2. Rcpt_2	1712.6	1712.6	5.9
3. Rcpt_3	1568.2	1568.2	5.9
4. Rcpt_4	1712.6	1568.2	5.9

JOB: Bleakwood & Floral - Project - PM RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.0	.0	.1	.1
10.	.0	.0	.1	.1
20.	.0	.0	.1	.1
30.	.0	.0	.1	.1
40.	.0	.0	.1	.1
50.	.0	.0	.0	.1
60.	.0	.0	.0	.1
70.	.0	.0	.1	.1
80.	.0	.0	.1	.2
90.	.1	.1	.1	.1
100.	.2	.2	.0	.0
110.	.1	.2	.0	.0
120.	.1	.1	.0	.0
130.	.0	.1	.0	.0
140.	.0	.0	.0	.0
150.	.0	.0	.0	.0
160.	.0	.0	.0	.0
170.	.0	.0	.0	.0
180.	.0	.0	.0	.0
190.	.0	.1	.0	.0
200.	.0	.0	.0	.0
210.	.0	.0	.0	.0
220.	.1	.0	.0	.0
230.	.1	.0	.0	.0
240.	.1	.1	.0	.0
250.	.2	.1	.0	.0
260.	.2	.2	.0	.0
270.	.1	.1	.1	.1
280.	.0	.0	.3	.2
290.	.0	.0	.1	.1
300.	.0	.0	.1	.0
310.	.0	.0	.1	.0
320.	.0	.0	.1	.1
330.	.0	.0	.1	.1
340.	.0	.0	.1	.1
350.	.0	.0	.1	.1
360.	.0	.0	.1	.1
MAX DEGR.	.2 100	.2 100	.3 280	.2 80

THE HIGHEST CONCENTRATION OF .30 PPM OCCURRED AT RECEPTOR REC3 .

JOB: Ford-I710 NB On & Floral - Existing - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 12:25:13

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NBA	1679.8	.0	1679.8	1640.4	1640.	360.	AG	596.	4.1	.0	****		
2. NBD	1679.8	1640.4	1679.8	3280.8	1640.	360.	AG	206.	4.1	.0	****		
3. NBQ	1679.8	1561.7	1679.8	-379.9	1942.	180.	AG	8.	100.0	.0	39.4	1.40	98.6
4. EBA	.0	1601.0	1640.4	1601.0	1640.	90.	AG	619.	4.1	.0	****		
5. EBD	1640.4	1601.0	3280.8	1601.0	1640.	90.	AG	838.	4.1	.0	****		
6. EBQ	1640.4	1601.0	1610.0	1601.0	30.	270.	AG	8.	100.0	.0	78.7	.31	1.5
7. WBA	3280.8	1679.8	1640.4	1679.8	1640.	270.	AG	664.	4.1	.0	****		
8. WBD	1640.4	1679.8	.0	1679.8	1640.	270.	AG	706.	4.1	.0	****		
9. WBQ	1719.2	1679.8	1740.9	1679.8	22.	90.	AG	12.	100.0	3.3	****	.22	1.1
10. SBD	1640.4	1640.4	1640.4	.0	1640.	180.	AG	129.	4.1	.0	****		

JOB: Ford-I710 NB On & Floral - Existing - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 12:25:13

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NBQ	60	39	3.0	596	1600	4.84	3	3
6. EBQ	60	18	3.0	619	1600	4.84	3	3
9. WBQ	60	18	3.0	664	1600	4.84	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. 10FTNQ1H	1607.6	1752.0	5.9
2. Rcpt_2	1752.0	1752.0	5.9
3. Rcpt_3	1607.6	1528.9	5.9
4. Rcpt_4	1752.0	1528.9	5.9

JOB: Ford-I710 NB On & Floral - Existing - PM RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.0	.0	.1	.1
10.	.0	.0	.1	.1
20.	.0	.0	.0	.1
30.	.0	.0	.1	.1
40.	.0	.0	.2	.2
50.	.0	.0	.3	.2
60.	.0	.0	.3	.2
70.	.0	.0	.3	.3
80.	.0	.0	.4	.3
90.	.1	.1	.2	.1
100.	.2	.3	.1	.0
110.	.2	.2	.1	.0
120.	.2	.2	.1	.0
130.	.2	.2	.1	.0
140.	.1	.2	.1	.0
150.	.1	.2	.1	.0
160.	.1	.2	.1	.0
170.	.2	.2	.1	.0
180.	.2	.3	.1	.1
190.	.1	.3	.0	.1
200.	.1	.3	.0	.1
210.	.1	.1	.0	.1
220.	.1	.1	.0	.1
230.	.2	.1	.0	.1
240.	.2	.1	.0	.1
250.	.2	.2	.0	.1
260.	.3	.3	.0	.1
270.	.1	.1	.1	.2
280.	.0	.0	.3	.3
290.	.0	.0	.2	.3
300.	.0	.0	.2	.3
310.	.0	.0	.2	.3
320.	.0	.0	.2	.2
330.	.0	.0	.2	.1
340.	.0	.0	.2	.1
350.	.0	.0	.1	.1
360.	.0	.0	.1	.1
MAX	.3	.3	.4	.3
DEGR.	260	100	80	70

THE HIGHEST CONCENTRATION OF .40 PPM OCCURRED AT RECEPTOR REC3 .

JOB: Ford-I710 NB On & Floral - Baseline - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 12:39:24

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NBA	1679.8	.0	1679.8	1640.4	1640.	360.	AG	634.	2.5	.0	****		
2. NBD	1679.8	1640.4	1679.8	3280.8	1640.	360.	AG	230.	2.5	.0	****		
3. NBQ	1679.8	1561.7	1679.8	-771.1	2333.	180.	AG	9.	100.0	.0	39.4	1.49	118.5
4. EBA	.0	1601.0	1640.4	1601.0	1640.	90.	AG	659.	2.5	.0	****		
5. EBD	1640.4	1601.0	3280.8	1601.0	1640.	90.	AG	897.	2.5	.0	****		
6. EBQ	1640.4	1601.0	1608.0	1601.0	32.	270.	AG	8.	100.0	.0	78.7	.33	1.6
7. WBA	3280.8	1679.8	1640.4	1679.8	1640.	270.	AG	715.	2.5	.0	****		
8. WBD	1640.4	1679.8	.0	1679.8	1640.	270.	AG	747.	2.5	.0	****		
9. WBQ	1719.2	1679.8	1742.6	1679.8	23.	90.	AG	12.	100.0	3.3	****	.24	1.2
10. SBD	1640.4	1640.4	1640.4	.0	1640.	180.	AG	134.	2.5	.0	****		

JOB: Ford-I710 NB On & Floral - Baseline - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 12:39:24

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NBQ	60	39	3.0	634	1600	4.95	3	3
6. EBQ	60	18	3.0	659	1600	4.95	3	3
9. WBQ	60	18	3.0	715	1600	4.95	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. 10FTNQ1H	1607.6	1752.0	5.9
2. Rcpt_2	1752.0	1752.0	5.9
3. Rcpt_3	1607.6	1528.9	5.9
4. Rcpt_4	1752.0	1528.9	5.9

JOB: Ford-I710 NB On & Floral - Baseline - PM RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.0	.0	.0	.1
10.	.0	.0	.0	.0
20.	.0	.0	.0	.1
30.	.0	.0	.0	.1
40.	.0	.0	.0	.1
50.	.0	.0	.1	.1
60.	.0	.0	.1	.1
70.	.0	.0	.2	.2
80.	.0	.0	.2	.2
90.	.1	.1	.1	.1
100.	.2	.2	.0	.0
110.	.2	.2	.0	.0
120.	.1	.2	.0	.0
130.	.0	.0	.0	.0
140.	.0	.0	.0	.0
150.	.0	.0	.1	.0
160.	.0	.0	.1	.0
170.	.1	.0	.1	.0
180.	.1	.1	.1	.1
190.	.0	.1	.0	.1
200.	.0	.0	.0	.1
210.	.0	.0	.0	.1
220.	.0	.0	.0	.0
230.	.1	.0	.0	.0
240.	.1	.0	.0	.0
250.	.1	.1	.0	.0
260.	.2	.2	.0	.0
270.	.1	.1	.1	.1
280.	.0	.0	.2	.2
290.	.0	.0	.2	.1
300.	.0	.0	.1	.0
310.	.0	.0	.0	.1
320.	.0	.0	.0	.1
330.	.0	.0	.0	.1
340.	.0	.0	.0	.1
350.	.0	.0	.0	.0
360.	.0	.0	.0	.1
MAX DEGR.	.2 100	.2 100	.2 70	.2 70

THE HIGHEST CONCENTRATION OF .20 PPM OCCURRED AT RECEPTOR REC3 .

JOB: Ford-I710 NB On & Floral - Project - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 12:50:27

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NBA	1679.8	.0	1679.8	1640.4	1640.	360.	AG	634.	2.5	.0	****		
2. NBD	1679.8	1640.4	1679.8	3280.8	1640.	360.	AG	262.	2.5	.0	****		
3. NBQ	1679.8	1561.7	1679.8	-1045.3	2607.	180.	AG	9.	100.0	.0	39.4	1.59	132.4
4. EBA	.0	1601.0	1640.4	1601.0	1640.	90.	AG	746.	2.5	.0	****		
5. EBD	1640.4	1601.0	3280.8	1601.0	1640.	90.	AG	984.	2.5	.0	****		
6. EBQ	1640.4	1601.0	1605.7	1601.0	35.	270.	AG	8.	100.0	.0	78.7	.37	1.8
7. WBA	3280.8	1679.8	1640.4	1679.8	1640.	270.	AG	755.	2.5	.0	****		
8. WBD	1640.4	1679.8	.0	1679.8	1640.	270.	AG	755.	2.5	.0	****		
9. WBQ	1719.2	1679.8	1742.5	1679.8	23.	90.	AG	11.	100.0	3.3	****	.25	1.2
10. SBD	1640.4	1640.4	1640.4	.0	1640.	180.	AG	134.	2.5	.0	****		

JOB: Ford-I710 NB On & Floral - Project - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 12:50:27

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NBQ	60	40	3.0	634	1600	4.95	3	3
6. EBQ	60	17	3.0	746	1600	4.95	3	3
9. WBQ	60	17	3.0	755	1600	4.95	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. 10FTNQ1H	1607.6	1752.0	5.9
2. Rcpt_2	1752.0	1752.0	5.9
3. Rcpt_3	1607.6	1528.9	5.9
4. Rcpt_4	1752.0	1528.9	5.9

JOB: Ford-I710 NB On & Floral - Project - PM RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.0	.0	.0	.1
10.	.0	.0	.0	.1
20.	.0	.0	.0	.1
30.	.0	.0	.0	.1
40.	.0	.0	.1	.1
50.	.0	.0	.1	.1
60.	.0	.0	.1	.1
70.	.0	.0	.2	.2
80.	.0	.0	.2	.2
90.	.1	.1	.1	.1
100.	.2	.2	.0	.0
110.	.2	.2	.0	.0
120.	.1	.2	.0	.0
130.	.0	.2	.0	.0
140.	.0	.0	.0	.0
150.	.0	.0	.1	.0
160.	.0	.0	.1	.0
170.	.1	.0	.1	.0
180.	.1	.1	.1	.1
190.	.0	.1	.0	.1
200.	.0	.0	.0	.1
210.	.0	.0	.0	.1
220.	.0	.0	.0	.0
230.	.1	.0	.0	.0
240.	.1	.0	.0	.0
250.	.2	.2	.0	.0
260.	.2	.2	.0	.0
270.	.1	.1	.1	.1
280.	.0	.0	.2	.2
290.	.0	.0	.2	.2
300.	.0	.0	.1	.0
310.	.0	.0	.1	.1
320.	.0	.0	.0	.1
330.	.0	.0	.0	.1
340.	.0	.0	.0	.1
350.	.0	.0	.0	.1
360.	.0	.0	.0	.1
MAX DEGR.	.2 100	.2 100	.2 70	.2 70

THE HIGHEST CONCENTRATION OF .20 PPM OCCURRED AT RECEPTOR REC3 .

JOB: SR60-1st & Atlantic - Existing - AM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 14:43:42

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NBA	1679.8	.0	1679.8	1640.4	1640.	360.	AG	1014.	4.1	.0	****		
2. NBD	1679.8	1640.4	1679.8	3280.8	1640.	360.	AG	1039.	4.1	.0	****		
3. NBQ	1679.8	1561.7	1679.8	1511.8	50.	180.	AG	8.	100.0	.0	****	.51	2.5
4. SBA	1601.0	3280.8	1601.0	1640.4	1640.	180.	AG	1016.	4.1	.0	****		
5. SBD	1601.0	1640.4	1601.0	.0	1640.	180.	AG	1374.	4.1	.0	****		
6. SBQ	1601.0	1719.2	1601.0	1752.4	33.	360.	AG	12.	100.0	.0	****	.34	1.7
7. EBA	.0	1601.0	1640.4	1601.0	1640.	90.	AG	230.	4.1	.0	****		
8. EBQ	1561.7	1601.0	1537.2	1601.0	25.	270.	AG	17.	100.0	.0	78.7	.27	1.2
9. WBA	3280.8	1679.8	1640.4	1679.8	1640.	270.	AG	708.	4.1	.0	****		
10. WBD	1640.4	1679.8	.0	1679.8	1640.	270.	AG	555.	4.1	.0	****		
11. WBQ	1719.2	1679.8	1813.8	1679.8	95.	90.	AG	17.	100.0	.0	78.7	.83	4.8

JOB: SR60-1st & Atlantic - Existing - AM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 14:43:42

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NBQ	60	18	3.0	1014	1600	4.84	3	3
6. SBQ	60	18	3.0	1016	1600	4.84	3	3
8. EBQ	60	39	3.0	230	1600	4.84	3	3
11. WBQ	60	39	3.0	708	1600	4.84	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Rcpt_1	1528.9	1752.0	5.9
2. Rcpt_2	1752.0	1752.0	5.9
3. Rcpt_3	1528.9	1528.9	5.9
4. Rcpt_4	1752.0	1528.9	5.9

JOB: SR60-1st & Atlantic - Existing - AM RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.2	.2	.3	.3
10.	.3	.0	.4	.1
20.	.3	.0	.3	.0
30.	.2	.0	.3	.1
40.	.2	.0	.2	.1
50.	.2	.0	.1	.1
60.	.2	.0	.3	.1
70.	.2	.0	.3	.1
80.	.2	.0	.3	.1
90.	.3	.1	.2	.0
100.	.3	.2	.2	.0
110.	.3	.1	.2	.0
120.	.2	.1	.2	.0
130.	.1	.1	.2	.0
140.	.4	.1	.2	.0
150.	.4	.1	.3	.0
160.	.4	.1	.3	.0
170.	.4	.1	.4	.1
180.	.4	.4	.3	.3
190.	.1	.6	.1	.4
200.	.0	.5	.0	.4
210.	.1	.4	.0	.2
220.	.1	.3	.0	.2
230.	.1	.3	.0	.2
240.	.1	.3	.0	.2
250.	.1	.3	.0	.2
260.	.1	.3	.0	.2
270.	.1	.3	.0	.2
280.	.0	.2	.2	.3
290.	.0	.2	.1	.3
300.	.0	.2	.1	.2
310.	.0	.2	.0	.1
320.	.0	.2	.0	.2
330.	.0	.2	.0	.3
340.	.0	.3	.0	.3
350.	.1	.4	.1	.4
360.	.2	.2	.3	.3
MAX DEGR.	.4 140	.6 190	.4 10	.4 190

THE HIGHEST CONCENTRATION OF .60 PPM OCCURRED AT RECEPTOR REC2 .

JOB: SR60-1st & Atlantic - Baseline - AM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 14:57:28

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NBA	1679.8	.0	1679.8	1640.4	1640.	360.	AG	1075.	2.5	.0	****		
2. NBD	1679.8	1640.4	1679.8	3280.8	1640.	360.	AG	1107.	2.5	.0	****		
3. NBQ	1679.8	1561.7	1679.8	1508.8	53.	180.	AG	8.	100.0	.0	****	.54	2.7
4. SBA	1601.0	3280.8	1601.0	1640.4	1640.	180.	AG	1080.	2.5	.0	****		
5. SBD	1601.0	1640.4	1601.0	.0	1640.	180.	AG	1457.	2.5	.0	****		
6. SBQ	1601.0	1719.2	1601.0	1754.6	35.	360.	AG	12.	100.0	.0	****	.37	1.8
7. EBA	.0	1601.0	1640.4	1601.0	1640.	90.	AG	238.	2.5	.0	****		
8. EBQ	1561.7	1601.0	1536.3	1601.0	25.	270.	AG	17.	100.0	.0	78.7	.28	1.3
9. WBA	3280.8	1679.8	1640.4	1679.8	1640.	270.	AG	748.	2.5	.0	****		
10. WBD	1640.4	1679.8	.0	1679.8	1640.	270.	AG	577.	2.5	.0	****		
11. WBQ	1719.2	1679.8	1830.3	1679.8	111.	90.	AG	17.	100.0	.0	78.7	.88	5.6

JOB: SR60-1st & Atlantic - Baseline - AM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 14:57:28

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NBQ	60	18	3.0	1075	1600	4.95	3	3
6. SBQ	60	18	3.0	1080	1600	4.95	3	3
8. EBQ	60	39	3.0	238	1600	4.95	3	3
11. WBQ	60	39	3.0	748	1600	4.95	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Rcpt_1	1528.9	1752.0	5.9
2. Rcpt_2	1752.0	1752.0	5.9
3. Rcpt_3	1528.9	1528.9	5.9
4. Rcpt_4	1752.0	1528.9	5.9

JOB: SR60-1st & Atlantic - Baseline - AM RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.1	.2	.1
10.	.3	.0	.3	.0
20.	.2	.0	.3	.0
30.	.2	.0	.2	.0
40.	.2	.0	.1	.0
50.	.2	.0	.1	.0
60.	.2	.0	.1	.0
70.	.1	.0	.2	.1
80.	.1	.0	.2	.1
90.	.2	.1	.1	.0
100.	.2	.1	.1	.0
110.	.2	.1	.1	.0
120.	.1	.1	.1	.0
130.	.1	.1	.2	.0
140.	.1	.0	.2	.0
150.	.2	.0	.2	.0
160.	.2	.0	.2	.0
170.	.3	.0	.3	.0
180.	.2	.1	.2	.1
190.	.0	.2	.1	.3
200.	.0	.2	.0	.2
210.	.0	.2	.0	.2
220.	.0	.2	.0	.2
230.	.0	.1	.0	.2
240.	.0	.1	.0	.2
250.	.1	.1	.0	.2
260.	.1	.2	.0	.2
270.	.1	.2	.0	.2
280.	.0	.1	.0	.2
290.	.0	.1	.0	.2
300.	.0	.1	.0	.1
310.	.0	.2	.0	.1
320.	.0	.2	.0	.1
330.	.0	.2	.0	.1
340.	.0	.2	.0	.2
350.	.0	.3	.0	.2
360.	.1	.1	.2	.1
MAX DEGR.	.3 10	.3 350	.3 10	.3 190

THE HIGHEST CONCENTRATION OF .30 PPM OCCURRED AT RECEPTOR REC1 .

JOB: SR60-1st & Atlantic - Project - AM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 15:12:54

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NBA	1679.8	.0	1679.8	1640.4	1640.	360.	AG	1163.	2.5	.0	****		
2. NBD	1679.8	1640.4	1679.8	3280.8	1640.	360.	AG	1206.	2.5	.0	****		
3. NBQ	1679.8	1561.7	1679.8	1501.3	60.	180.	AG	8.	100.0	.0	****	.61	3.1
4. SBA	1601.0	3280.8	1601.0	1640.4	1640.	180.	AG	1089.	2.5	.0	****		
5. SBD	1601.0	1640.4	1601.0	.0	1640.	180.	AG	1466.	2.5	.0	****		
6. SBQ	1601.0	1719.2	1601.0	1756.9	38.	360.	AG	13.	100.0	.0	****	.38	1.9
7. EBA	.0	1601.0	1640.4	1601.0	1640.	90.	AG	238.	2.5	.0	****		
8. EBQ	1561.7	1601.0	1537.0	1601.0	25.	270.	AG	17.	100.0	.0	78.7	.26	1.3
9. WBA	3280.8	1679.8	1640.4	1679.8	1640.	270.	AG	867.	2.5	.0	****		
10. WBD	1640.4	1679.8	.0	1679.8	1640.	270.	AG	685.	2.5	.0	****		
11. WBQ	1719.2	1679.8	1877.9	1679.8	159.	90.	AG	17.	100.0	.0	78.7	.96	8.1

JOB: SR60-1st & Atlantic - Project - AM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 15:12:54

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NBQ	60	19	3.0	1163	1600	4.95	3	3
6. SBQ	60	19	3.0	1089	1600	4.95	3	3
8. EBQ	60	38	3.0	238	1600	4.95	3	3
11. WBQ	60	38	3.0	867	1600	4.95	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Rcpt_1	1528.9	1752.0	5.9
2. Rcpt_2	1752.0	1752.0	5.9
3. Rcpt_3	1528.9	1528.9	5.9
4. Rcpt_4	1752.0	1528.9	5.9

JOB: SR60-1st & Atlantic - Project - AM RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.1	.2	.1
10.	.3	.0	.3	.0
20.	.2	.0	.3	.0
30.	.2	.0	.2	.0
40.	.2	.0	.1	.0
50.	.2	.0	.1	.0
60.	.2	.0	.1	.1
70.	.1	.0	.2	.1
80.	.1	.0	.2	.1
90.	.2	.1	.1	.0
100.	.2	.1	.1	.0
110.	.2	.1	.1	.0
120.	.1	.1	.2	.0
130.	.1	.1	.2	.0
140.	.1	.1	.2	.0
150.	.2	.0	.2	.0
160.	.2	.0	.2	.0
170.	.3	.0	.3	.0
180.	.2	.2	.2	.2
190.	.0	.2	.1	.3
200.	.0	.3	.0	.2
210.	.0	.3	.0	.2
220.	.0	.2	.0	.2
230.	.0	.1	.0	.2
240.	.1	.1	.0	.2
250.	.1	.1	.0	.2
260.	.1	.2	.0	.2
270.	.1	.2	.0	.2
280.	.0	.1	.1	.3
290.	.0	.1	.0	.2
300.	.0	.1	.0	.1
310.	.0	.2	.0	.1
320.	.0	.2	.0	.1
330.	.0	.2	.0	.2
340.	.0	.2	.0	.2
350.	.0	.3	.0	.3
360.	.1	.1	.2	.1
MAX	.3	.3	.3	.3
DEGR.	10	200	10	190

THE HIGHEST CONCENTRATION OF .30 PPM OCCURRED AT RECEPTOR REC1 .

JOB: SR60-1st & Atlantic - Existing - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 15:22:31

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NBA	1679.8	.0	1679.8	1640.4	1640.	360.	AG	1131.	4.1	.0	****		
2. NBD	1679.8	1640.4	1679.8	3280.8	1640.	360.	AG	1436.	4.1	.0	****		
3. NBQ	1679.8	1561.7	1679.8	1499.9	62.	180.	AG	9.	100.0	.0	****	.61	3.1
4. SBA	1601.0	3280.8	1601.0	1640.4	1640.	180.	AG	1071.	4.1	.0	****		
5. SBD	1601.0	1640.4	1601.0	.0	1640.	180.	AG	1561.	4.1	.0	****		
6. SBQ	1601.0	1719.2	1601.0	1758.2	39.	360.	AG	13.	100.0	.0	****	.38	2.0
7. EBA	.0	1601.0	1640.4	1601.0	1640.	90.	AG	444.	4.1	.0	****		
8. EBQ	1561.7	1601.0	1516.8	1601.0	45.	270.	AG	16.	100.0	.0	78.7	.46	2.3
9. WBA	3280.8	1679.8	1640.4	1679.8	1640.	270.	AG	717.	4.1	.0	****		
10. WBD	1640.4	1679.8	.0	1679.8	1640.	270.	AG	366.	4.1	.0	****		
11. WBQ	1719.2	1679.8	1797.5	1679.8	78.	90.	AG	16.	100.0	.0	78.7	.75	4.0

JOB: SR60-1st & Atlantic - Existing - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 15:22:31

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NBQ	60	20	3.0	1131	1600	4.84	3	3
6. SBQ	60	20	3.0	1071	1600	4.84	3	3
8. EBQ	60	37	3.0	444	1600	4.84	3	3
11. WBQ	60	37	3.0	717	1600	4.84	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Rcpt_1	1528.9	1752.0	5.9
2. Rcpt_2	1752.0	1752.0	5.9
3. Rcpt_3	1528.9	1528.9	5.9
4. Rcpt_4	1752.0	1528.9	5.9

JOB: SR60-1st & Atlantic - Existing - PM RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.2	.3	.4	.3
10.	.5	.0	.5	.1
20.	.4	.0	.4	.0
30.	.2	.0	.3	.1
40.	.2	.0	.2	.1
50.	.2	.0	.2	.1
60.	.2	.0	.3	.1
70.	.2	.0	.3	.1
80.	.2	.0	.3	.1
90.	.3	.1	.2	.0
100.	.3	.2	.2	.0
110.	.3	.1	.2	.0
120.	.2	.1	.2	.0
130.	.1	.1	.2	.0
140.	.3	.1	.3	.0
150.	.3	.1	.3	.0
160.	.4	.1	.4	.0
170.	.6	.1	.5	.1
180.	.4	.5	.3	.3
190.	.1	.6	.1	.5
200.	.0	.5	.0	.4
210.	.0	.4	.0	.3
220.	.0	.3	.0	.2
230.	.0	.3	.0	.2
240.	.0	.3	.0	.2
250.	.2	.4	.0	.2
260.	.2	.4	.0	.2
270.	.1	.3	.1	.3
280.	.0	.2	.1	.4
290.	.0	.2	.1	.3
300.	.0	.2	.1	.2
310.	.0	.3	.1	.2
320.	.0	.3	.0	.3
330.	.0	.3	.0	.3
340.	.0	.4	.0	.4
350.	.1	.5	.1	.5
360.	.2	.3	.4	.3
MAX	.6	.6	.5	.5
DEGR.	170	190	10	190

THE HIGHEST CONCENTRATION OF .60 PPM OCCURRED AT RECEPTOR REC1 .

JOB: SR60-1st & Atlantic - Baseline - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 15:35:37

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NBA	1679.8	.0	1679.8	1640.4	1640.	360.	AG	1235.	2.5	.0	****		
2. NBD	1679.8	1640.4	1679.8	3280.8	1640.	360.	AG	1585.	2.5	.0	****		
3. NBQ	1679.8	1561.7	1679.8	1494.2	67.	180.	AG	9.	100.0	.0	****	.66	3.4
4. SBA	1601.0	3280.8	1601.0	1640.4	1640.	180.	AG	1201.	2.5	.0	****		
5. SBD	1601.0	1640.4	1601.0	.0	1640.	180.	AG	1743.	2.5	.0	****		
6. SBQ	1601.0	1719.2	1601.0	1762.9	44.	360.	AG	13.	100.0	.0	****	.43	2.2
7. EBA	.0	1601.0	1640.4	1601.0	1640.	90.	AG	461.	2.5	.0	****		
8. EBQ	1561.7	1601.0	1515.1	1601.0	47.	270.	AG	16.	100.0	.0	78.7	.48	2.4
9. WBA	3280.8	1679.8	1640.4	1679.8	1640.	270.	AG	810.	2.5	.0	****		
10. WBD	1640.4	1679.8	.0	1679.8	1640.	270.	AG	379.	2.5	.0	****		
11. WBQ	1719.2	1679.8	1823.3	1679.8	104.	90.	AG	16.	100.0	.0	78.7	.85	5.3

JOB: SR60-1st & Atlantic - Baseline - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 15:35:37

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NBQ	60	20	3.0	1235	1600	4.95	3	3
6. SBQ	60	20	3.0	1201	1600	4.95	3	3
8. EBQ	60	37	3.0	461	1600	4.95	3	3
11. WBQ	60	37	3.0	810	1600	4.95	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Rcpt_1	1528.9	1752.0	5.9
2. Rcpt_2	1752.0	1752.0	5.9
3. Rcpt_3	1528.9	1528.9	5.9
4. Rcpt_4	1752.0	1528.9	5.9

JOB: SR60-1st & Atlantic - Baseline - PM RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.2	.2	.2	.2
10.	.3	.0	.3	.0
20.	.2	.0	.3	.0
30.	.2	.0	.2	.0
40.	.2	.0	.2	.0
50.	.2	.0	.1	.0
60.	.2	.0	.1	.0
70.	.2	.0	.2	.1
80.	.2	.0	.2	.1
90.	.3	.1	.1	.0
100.	.3	.1	.1	.0
110.	.3	.1	.1	.0
120.	.2	.1	.2	.0
130.	.1	.1	.2	.0
140.	.1	.1	.2	.0
150.	.3	.0	.2	.0
160.	.2	.0	.3	.0
170.	.4	.0	.4	.0
180.	.2	.1	.2	.2
190.	.0	.3	.1	.3
200.	.0	.3	.0	.2
210.	.0	.2	.0	.2
220.	.0	.2	.0	.2
230.	.0	.1	.0	.2
240.	.0	.1	.0	.2
250.	.0	.1	.0	.2
260.	.1	.1	.0	.2
270.	.0	.1	.1	.2
280.	.0	.1	.1	.3
290.	.0	.1	.1	.2
300.	.0	.2	.0	.2
310.	.0	.2	.0	.1
320.	.0	.2	.0	.1
330.	.0	.2	.0	.3
340.	.0	.3	.0	.2
350.	.0	.4	.1	.4
360.	.2	.2	.2	.2
MAX DEGR.	.4 170	.4 350	.4 170	.4 350

THE HIGHEST CONCENTRATION OF .40 PPM OCCURRED AT RECEPTOR REC1 .

JOB: SR60-1st & Atlantic - Project - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 15:45:14

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NBA	1679.8	.0	1679.8	1640.4	1640.	360.	AG	1315.	2.5	.0	****		
2. NBD	1679.8	1640.4	1679.8	3280.8	1640.	360.	AG	1675.	2.5	.0	****		
3. NBQ	1679.8	1561.7	1679.8	1493.4	68.	180.	AG	8.	100.0	.0	****	.69	3.5
4. SBA	1601.0	3280.8	1601.0	1640.4	1640.	180.	AG	1239.	2.5	.0	****		
5. SBD	1601.0	1640.4	1601.0	.0	1640.	180.	AG	1781.	2.5	.0	****		
6. SBQ	1601.0	1719.2	1601.0	1762.1	43.	360.	AG	13.	100.0	.0	****	.43	2.2
7. EBA	.0	1601.0	1640.4	1601.0	1640.	90.	AG	461.	2.5	.0	****		
8. EBQ	1561.7	1601.0	1513.9	1601.0	48.	270.	AG	17.	100.0	.0	78.7	.51	2.4
9. WBA	3280.8	1679.8	1640.4	1679.8	1640.	270.	AG	827.	2.5	.0	****		
10. WBD	1640.4	1679.8	.0	1679.8	1640.	270.	AG	386.	2.5	.0	****		
11. WBQ	1719.2	1679.8	1849.6	1679.8	130.	90.	AG	17.	100.0	.0	78.7	.91	6.6

JOB: SR60-1st & Atlantic - Project - PM RUN: CAL3QHC RUN

DATE : 1/20/10
TIME : 15:45:14

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NBQ	60	19	3.0	1315	1600	4.95	3	3
6. SBQ	60	19	3.0	1239	1600	4.95	3	3
8. EBQ	60	38	3.0	461	1600	4.95	3	3
11. WBQ	60	38	3.0	827	1600	4.95	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Rcpt_1	1528.9	1752.0	5.9
2. Rcpt_2	1752.0	1752.0	5.9
3. Rcpt_3	1528.9	1528.9	5.9
4. Rcpt_4	1752.0	1528.9	5.9

JOB: SR60-1st & Atlantic - Project - PM RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.2	.2	.2	.3
10.	.3	.0	.3	.0
20.	.2	.0	.3	.0
30.	.2	.0	.2	.0
40.	.2	.0	.2	.0
50.	.2	.0	.1	.0
60.	.2	.0	.1	.0
70.	.2	.0	.3	.1
80.	.2	.0	.3	.1
90.	.3	.1	.2	.0
100.	.3	.1	.2	.0
110.	.3	.1	.2	.0
120.	.2	.1	.2	.0
130.	.1	.1	.2	.0
140.	.1	.1	.2	.0
150.	.3	.0	.2	.0
160.	.2	.0	.3	.0
170.	.4	.0	.4	.1
180.	.2	.1	.2	.2
190.	.0	.4	.1	.3
200.	.0	.3	.0	.2
210.	.0	.2	.0	.2
220.	.0	.2	.0	.2
230.	.0	.1	.0	.2
240.	.0	.1	.0	.2
250.	.0	.1	.0	.2
260.	.1	.1	.0	.2
270.	.0	.2	.1	.2
280.	.0	.1	.1	.3
290.	.0	.1	.1	.2
300.	.0	.2	.0	.2
310.	.0	.2	.0	.1
320.	.0	.2	.0	.1
330.	.0	.2	.0	.3
340.	.0	.3	.0	.3
350.	.0	.4	.1	.4
360.	.2	.2	.2	.3
MAX	.4	.4	.4	.4
DEGR.	170	190	170	350

THE HIGHEST CONCENTRATION OF .40 PPM OCCURRED AT RECEPTOR REC1 .

Appendix C

Cultural Resources Assessment

CULTURAL RESOURCES ASSESSMENT

Historic Buildings at East Los Angeles College

Monterey Park, Los Angeles County, California

BCRCONSULTING

December 11, 2009

C U L T U R A L R E S O U R C E S A S S E S S M E N T

Historic Buildings at East Los Angeles College

Monterey Park, Los Angeles County, California

Prepared for:

Ms. Kari Bernard
Terry A. Hayes Associates, LLC
8522 National Boulevard, Suite 102
Culver City, California 90232

Prepared by:

David Brunzell, M.A., RPA
BCR Consulting
440 West 7th Street
Claremont, California 91711

Project No. TAH0901

National Archaeological Data Base Information:

Type of Study: Intensive Survey
Resources Recorded: ELAC Buildings E3, E5, F5, G5, G6, G8, H5, H6, H7, H8
Keywords: Historic Buildings
USGS Quadrangle: 7.5-minute *Los Angeles, California* 1991

BCRCONSULTING

December 11, 2009

MANAGEMENT SUMMARY

Brunzell Cultural Resource Consulting (BCR Consulting) is under contract to Terry A. Hayes Associates, LLC (TAHA) to conduct a Phase I Cultural Resources Assessment and Historical Evaluation of Buildings E3, E5, E6 Bungalows, G5, G6, H5, H6, and H7 (proposed for demolition); and Buildings G8 and H8 (proposed for modernization) at East Los Angeles College in the City of Monterey Park, Los Angeles County, California. This work was completed pursuant to the California Environmental Quality Act (CEQA).

A cultural resources records search, literature review, and intensive field survey were conducted for the project. The records search and literature review revealed that 27 cultural resources studies have taken place resulting in the recording of two built environment resources and no archaeological sites within one mile of the project (Appendix A). During the field survey, BCR Consulting archaeologists recorded 10 of the 11 buildings using California Department of Parks and Recreation (DPR) 523 forms (Appendix B), excluding E6 Bungalows. E6 Bungalows are new and do not do not require recordation under CEQA. No additional resources were noted during the field survey.

None of the 10 recorded historic buildings located within the project boundaries are considered eligible for the California Register of Historical Resources (California Register). As such, none of the buildings are considered "historical resources" under CEQA, and as a result do not warrant further consideration under CEQA. BCR Consulting recommends that no additional cultural resources work or monitoring is necessary for the proposed demolition and modernization. However, if previously undocumented cultural resources are identified during earthmoving activities, a qualified archaeologist shall be contacted to assess the nature and significance of the find, diverting construction excavation if necessary.

Native American Consultation was also initiated by BCR Consulting. The resulting Sacred Lands File search conducted by the Native American Heritage Commission (NAHC) revealed no cultural resources within one-half mile of the APE. The NAHC provided a list of potentially concerned tribes and individuals to be contacted regarding the current assessment. BCR Consulting sent letters and emails, and made follow-up phone calls to these individuals to document any concerns. The results of those communications are summarized in Appendix C.

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

TABLE OF CONTENTS

APPENDICES, FIGURES, AND TABLES

APPENDICES

FIGURES

INTRODUCTION

Brunzell Cultural Resource Consulting (BCR Consulting) is under contract to Terry A. Hayes Associates, LLC (TAHA) to conduct a Phase I Cultural Resources Assessment and Historical Evaluation of Buildings E3, E5, E6 Bungalows, G5, G6, H5, H6, and H7 (proposed for demolition); and Buildings G8 and H8 (proposed for modernization) at East Los Angeles College (ELAC) in the City of Monterey Park, Los Angeles County, California. This work was completed pursuant to the California Environmental Quality Act (CEQA), Public Resources Code (PRC) Chapter 2.6, Section 21083.2, and California Code of Regulations (CCR) Title 14, Chapter 3, Article 5, Section 15064.5. The project is located within the southwest quarter of Section 33, Township 1 South, Range 12 West, San Bernardino Baseline and Meridian. The project is depicted on the U.S. Geological Survey (USGS) *Los Angeles, California* (1991) 7.5-minute quadrangle (Figure 1).

NATURAL SETTING

The elevation of the project is approximately 294 feet above mean sea level (AMSL). Local rainfall ranges from 5 to 15 inches annually (Jaeger and Smith 1971: 36-37). The higher elevations to the north are partially drained by the Laguna Channel, which flows from north to south approximately 1.5 miles to the west of the project. Native vegetation communities within the Monterey Park area were historically dominated by coastal sage scrub, although recent urbanization prevents its proliferation. The native plant community would have provided habitat for deer, rodents, rabbits and birds -all useful to prehistoric and historic inhabitants (Bean and Saubel 1972). The local geologic region coincides with the geographical area known as the Los Angeles Basin. Significant structures and formations are locally evident in the Repetto Hills, located immediately to the north and northeast of the project. Local formations include ancient marine and riverine deposits characterized by sandy and clayey soils (Bing Yen & Associates, Inc. 2000).

CULTURAL SETTING

Prehistory

Two primary regional syntheses are commonly utilized in the archaeological literature for southern California. The first was advanced by Wallace in 1955, and defines four cultural horizons, each with characteristic local variations: Early Man Horizon, Milling Stone, Intermediate, and Late Prehistoric. Employing a more ecological approach, Warren (1986) defined five periods in southern California prehistory: Lake Mojave, Pinto, Gypsum, Saratoga Springs, and Protohistoric. Warren viewed cultural continuity and change in terms of various significant environmental shifts, defining the cultural ecological approach for archaeological research of the California deserts and coast. Many changes in settlement patterns and subsistence focus are viewed as cultural adaptations to a changing environment, beginning with the gradual environmental warming in the late Pleistocene, the desiccation of the desert lakes during the early Holocene, the short return to pluvial conditions during the middle Holocene, and the general warming and drying trend, with periodic reversals, that continues to this day (Warren 1986).

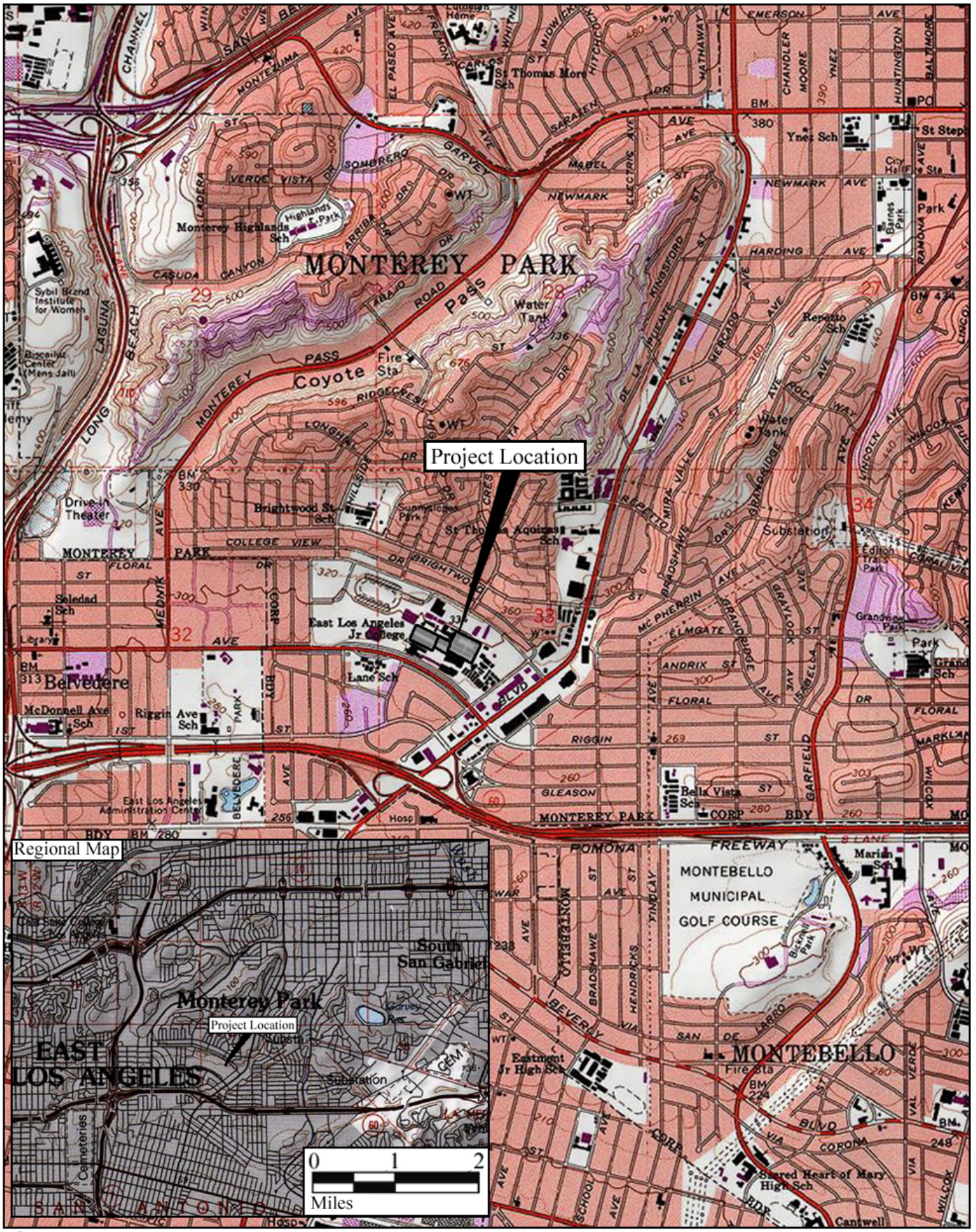


Figure 1

BCRCONSULTING

East Los Angeles City College

Regional and Project Location

SOURCE: USGS 7.5 Quad: Los Angeles (1981), CA

Ethnography

The project location is situated within the traditional boundaries of the Gabrielino (Bean and Smith 1978). Like other Native American groups in southern California, the Gabrielino were semi-nomadic hunter-gatherers who subsisted by exploitation of seasonably available plant and animal resources. The Gabrielino probably first encountered Europeans when Spanish explorers reached California's southern coast during the 15th and 16th centuries (Bean and Smith 1978). The first documented encounter, however, occurred in 1769 when Gaspar de Portola's expedition crossed Gabrielino territory (Bean and Smith 1978).

History

In Southern California, the historic era is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present).

Spanish Period. The Spanish period (1769-1821) is represented by exploration of the region; establishment of the San Diego Presidio and missions at San Gabriel and San Luis Rey; and the introduction of livestock, agricultural goods, and European architecture and construction techniques. Spanish influence continued to some extent after 1821 due to the continued implementation of the mission system.

Mexican Period. The Mexican period (1821-1848) began with Mexican independence from Spain and continued until the end of the Mexican-American War. The Secularization Act resulted in the transfer, through land grants (called ranchos) of large mission tracts to politically prominent individuals. San Antonio Rancho was located within portions of Monterey Park's current boundaries. At that time, cattle ranching was a more substantial business than agricultural activities, and trade in hides and tallow increased during the early portion of this period. Until the Gold Rush of 1849, livestock and horticulture dominated California's economy (Ingersoll 1904, Beattie 1925, Beattie and Beattie 1951).

American Period. The American Period, 1848–Present, began with the Treaty of Guadalupe Hidalgo. In 1850, California was accepted into the Union of the United States primarily due to the population increase created by the Gold Rush of 1849. The cattle industry reached its greatest prosperity during the first years of the American Period. Mexican Period land grants had created large pastoral estates in California, and demand for beef during the Gold Rush led to a cattle boom that lasted from 1849–1855. However, beginning about 1855, the demand for beef began to decline due to imports of sheep from New Mexico and cattle from the Mississippi and Missouri Valleys. When the beef market collapsed, many California ranchers lost their ranchos through foreclosure. A series of disastrous floods in 1861–1862, followed by two years of extreme drought, which continued to some extent until 1876, altered ranching forever in the southern California area (Beattie and Beattie 1974; Cleland 1941).

> **Monterey Park.** The first permanent European settlement in the Monterey Park area took place when Don Antonio Maria Lugo received a huge Spanish land grant in 1810. The rancho encompassed 30,000 acres stretching from present day Monterey Park in the east (northeastern rancho boundary 1/4 mile southeast of the current project; USGS 1991) to Lynwood in the west (Pain 1976:3-5). The rancho remained in

the family until Don Antonio's death in 1860, after which his son Jose del Carmen Lugo began selling off portions to settle accumulating debt. An Italian army surgeon named Allesandro Repetto bought and improved 5,000 acres of the former rancho in 1866 and settled in the old Lugo adobe, located near Garfield Avenue approximately one mile northeast of ELAC. Repetto carried on ranching operations until his death in the 1885, after which investors split the ranch into five separate properties.

In 1879 Irish entrepreneur Richard Garvey acquired 5,000 acres including a portion of the former Repetto Ranch, and began cultivating fruit, walnut, and eucalyptus alongside alfalfa and other grain fields (Dyer 1961:5). Garvey had some success but water shortages and debts prompted him to begin subdividing his property in 1892. He sold all but 600 acres to settle his debts. The resulting local subdivision was organized as Ramona Acres by investors in 1906. In 1910 the Jonas Investment Company began to develop home sites with one to two acre lots, and by 1911 local farmers had developed a number of small poultry concerns (Dyer 1961; Pain 1976). There was no rush to incorporate until 1916, when the neighboring City of Alhambra (to the north) attempted to annex significant property in and around Ramona Acres for the purpose of sewage processing. Ramona Acres residents assembled to vote quickly and overwhelmingly in favor of incorporation (455 to 33) and the City of Monterey Park was born on May 29, 1916. Sewer reduction plants were immediately outlawed within the new city limits (Pain 1976:8). The 1920s brought a residential real estate boom during which the city's population grew and assumed a more suburban character. In spite of the growth, no major industries were ever established and Monterey Park remained primarily a bedroom community (Salitere 1954). The real estate boom ended in 1929, and development virtually stopped during the depression until after World War II.

Post World War II Suburban Development and ELAC Expansion are discussed as relevant historic contexts or themes in Results, below.

PERSONNEL

David Brunzell, M.A., RPA acted as the Project Manager and Principal Investigator. Mr. Brunzell conducted the cultural resources records search at the South Central Coastal Information Center (SCCIC). Additional research was conducted by David Brunzell at the Hellen Miller Bailey Library temporary facility at ELAC, the Monterey Park Bruggemeyer Library, and through records provided by the Los Angeles Community College District (LACCD). The field assessment was carried out by David Brunzell, who also prepared the DPR 523 forms and compiled the technical report.

METHODS

Research

Prior to fieldwork, a records search was conducted by David Brunzell at the SCCIC. This included a review of all prerecorded historic and prehistoric cultural resources, as well as a review of known cultural resources surveys and excavation reports generated from projects located within one mile of the subject property (see Appendix A). In addition, a review was conducted of the National Register

of Historic Places (National Register), the California Register, and documents and inventories from the California Office of Historic Preservation including the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures. Additional research was conducted at the Hellen Miller Bailey Library temporary facility at ELAC, the Monterey Park Bruggemeyer Library, and through records provided by LACCD. Research methodology focused on the review of a variety of primary and secondary source materials relating to the history and development of ELAC. Sources included, but were not limited to, historic maps, aerial photographs, historic photographs, architectural drawings and site plans, and written histories of the area. Primary historical themes included post-World War II suburban and resulting Community College Expansion of ELAC.

Field Survey

An architectural field survey was conducted at ELAC by David Brunzell on November 20, 2009. The field survey consisted of a visual inspection of all buildings and structures on the property, photographs of context views, and a brief reconnaissance survey to examine the buildings' immediate context. Survey subjects included Buildings E3, E5, F5, G5, G6, G8, H5, H6, H7, and H8.

RESULTS

Records Search

Data from the SCCIC revealed that 27 cultural resources survey reports have previously been performed within one mile of ELAC. These studies have resulted in recording two built environment resources and no prehistoric or historic archaeological sites (Appendix A).

Additional Research

Research indicated that none of the subject buildings was previously surveyed or considered eligible for the National Register, the California Register, or designated under any local ordinance. As stated above, the historic buildings were constructed as part of ELAC's first wave of construction subsequent to its initial establishment, an expansion trend that continues to this day. The relevant historic contexts, or themes, in which the buildings were constructed include Post-World War II Suburban Development and ELAC Expansion, as discussed below.

Post-World War II Suburban Development. The first five years following the end of the war brought large numbers of veterans to suburban areas outside Los Angeles. The ensuing era ended a two decade hiatus from real estate development and speculation (Pain 1976:12), punctuated in Monterey Park by the proliferation and construction of new suburban neighborhoods, beginning in 1950. The resurgence of the automobile gave birth to commuter culture, which was further encouraged by the construction of Interstates 10 and 710, and eventually State Route 60. These new thoroughfares allowed easy commuter access to the greater Los Angeles Basin. After some squabbling, the suburban character of Monterey Park and others was kept intact by arrangement of these routes along city boundaries (Pain 1976).

Post-War suburban development also marked a period of ethnic shifts throughout the Los Angeles region, particularly a pervasive theme within the Monterey Park area. The local ethnic character, which had shifted from Native American to Spanish during the 18th century, and from Spanish and

Mexican to Anglo during the 19th, was now shifting to Latino and Asian during the latter half of the 20th century. Although some eras tended to be exclusionary during the early part of the century, as evidenced by 1920s "Caucasians only" developments (Pain 1976:12), a more liberal attitude towards newcomers had become clear from the multiethnic city council of the 1980s which included "two Hispanics, a Filipino, a Chinese, and in the rear, an Anglo" (Fong 1994:5). Since the 1980s the local Asian (particularly Chinese) population has climbed steadily by percentage in Monterey Park, which is seen by many Chinese newcomers as a "social, cultural, and economic 'Mecca'" (Fong 1994:35).

ELAC: Foundation and Expansion. As discussed above, the Post World War II suburban development boom of greater Los Angeles was prompted by large numbers of veterans returning home to seek gainful employment via education. The resulting enrollment at Los Angeles City College caused the Los Angeles City Board of Education to charter East Los Angeles Junior College (now known as East Los Angeles College) in 1945. ELAC originally opened its doors in 1946 at Garfield High School and Los Angeles County General Hospital to accommodate 380 students, of which 260 were in the nursing field. Growing numbers quickly rendered these facilities inadequate, and a 1947 bond election allowed the Los Angeles Community (formerly Junior) College District to purchase 82 acres on Brooklyn Avenue (now Avenida Cesar Chavez), and construction commenced at ELAC's current location. By 1951 ELAC's core was established with the construction of several classrooms, a maintenance building, a stadium, and an auditorium. By 1954 enrollment had reached 7,200, which included a relatively high percentage of students designated "pre-professional" planning to enter the following careers in order of popularity: engineers, business administrators, teachers, physical educators, doctors, architects, dentists, nurses, artists, and pharmacists (Hoffland and Evans 1976:9). These new demands resulted in the second wave of campus construction that took place during 1958, 1961, and 1963, partially consisting of the buildings within the current study area. These buildings involve a small portion of the campus and are listed below (construction dates in parentheses; LACCD 2007):

- E3: Business (1958)
- E5: Academic (1958)
- F5: Library (1958)
- G5: Home Economics (1958)
- G6: Physics (1963)
- G8: Architecture and Engineering (1963)
- H5: Earth Science (1961)
- H6: Life Science (1961)
- H7: Lecture Hall (1961)
- H8: Chemistry (1961).

With the exception of F5, these buildings are consistent with designs from architectural drawings provided by LACCD for "Building E" and "Building G", completed by Lindsey and Lindsey Architects, Los Angeles, California (Lindsey and Lindsey 1956a and b). The ensuing decades have resulted in subsequent waves of construction that have occurred sporadically on campus according to demand, and continue to this day.

Field Survey

During the architectural field survey, the above buildings were identified and documented on DPR 523 forms (see Apendix B; although Building E6 Bungalows is part of the current project, it consists of recently-installed modern portables, and as such does not require recordation or evaluation).

Historic buildings within the current study include E3, E5, F5, G5, G6, G8, H5, H6, H7, and H8. Excluding F-5 (the former library) the architectural themes for each of these buildings are typical of Post-World War II public school design. Primarily based upon one-story rectangular plan with flat or gently-pitched roofs, the design exhibits open corridors between buildings, and rows of horizontally oriented windows. This highly functional design maximizes natural lighting and ventilation, allows for easy outside access, eliminates the need for upper-floor fire escapes, and minimizes impacts from earthquakes (Pawley 1962).

Building E3. E3 is sheathed in stucco siding and features double hung and awning windows, and steel doors. Main entrance doors are doubled, and due to a relatively steep southerly aspect, are accessed via concrete steps along the south, east, and west elevations. Double hung windows along the south elevations feature louvered shades. Original landscaping and trees remain in place.

Building E5. E5 is sheathed in stucco siding and features double hung and awning windows, and steel doors. Main entrance doors are doubled, and due to a relatively steep southerly aspect, are accessed via concrete steps along the south elevation. Double hung windows along the south elevation feature louvered shades. Original landscaping and trees remain in place.

Building F5. The former library is a two-story board-formed concrete building with a flat roof. The second story provided the space necessary to house its 15,000-plus volumes. F5 contains two double-door, stepped main entrances sided by brick planters along the central portion of the south elevation, which is sheltered by a flat awning. The building contains several double hung and awning windows. Landscaping and original trees remain in place, except along the northern elevation where significant mechanical trenching has recently occurred.

Building G5. G5 is sheathed in stucco siding and features double hung and awning windows, and single steel doors. Original landscaping and trees remain largely in place, and roofed corridors supported by steel posts provide outdoor walkways.

Building G6. G6 is sheathed in stucco siding and features double hung and awning windows, and single steel doors. Original landscaping and trees remain largely in place, and roofed corridors supported by steel posts provide outdoor walkways.

Building G8. G8 is sheathed in stucco siding and features double hung and awning windows, and single steel doors. Original landscaping and trees remain largely in place, and roofed corridors supported by steel posts provide outdoor walkways.

Building H5. H5 is sheathed in stucco siding and features double hung and awning windows, and single steel doors. Original landscaping and trees remain largely in place, and roofed corridors supported by steel posts provide outdoor walkways.

Building H6. H6 is sheathed in stucco siding and features double hung and awning windows, and single steel doors. Original landscaping and trees remain in place to the north, south and west, but mechanical excavation has obliterated landscaping to the east. Roofed corridors supported by steel posts provide walkways

Building H7. H7 is sheathed in stucco siding and features double hung and awning windows, and single steel doors. Original landscaping and trees remain in place to the north, south and west, but mechanical excavation has obliterated landscaping to the east. Roofed corridors supported by steel posts provide walkways.

Building H8. H8 is sheathed in stucco siding and features double hung and awning windows, and single steel doors. Original landscaping and trees remain in place to the north, south and west, but mechanical excavation has obliterated landscaping to the east. Roofed corridors supported by steel posts provide walkways.

SIGNIFICANCE EVALUATIONS

During the field survey, ten historic-period buildings were identified. CEQA (PRC Chapter 2.6, Section 21083.2 and CCR Title 145, Chapter 3, Article 5, Section 15064.5) calls for the evaluation and recordation of historic and archaeological resources. The criteria for determining the significance of impacts to cultural resources are based on Section 15064.5 of the *CEQA Guidelines* and Guidelines for the Nomination of Properties to the California Register. Properties eligible for listing in the California Register and subject to review under CEQA are those meeting the criteria for listing in the California Register, National Register, or designation under a local ordinance.

SIGNIFICANCE CRITERIA

California Register of Historical Resources

The California Register criteria are based on National Register criteria. For a property to be eligible for inclusion on the California Register, one or more of the following criteria must be met:

1. It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]).

The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

The buildings that comprise the study include E3 (Business), E5 (Academic), F5 (Library), G5 (Home Economics), G6 (Physics), G8 (Architecture and Engineering), H5 (Earth Science), H6 (Life Science), H7 (Lecture Hall), and H8 (Chemistry). These buildings exceed 45 years in age, and as such require eligibility evaluation for listing on the California Register of Historic Resources (California Register). Criterion 1: Although the establishment of ELAC represents a locally important public educational institution, the buildings in the current study are a result of growth common throughout the region during the period, as well as continuing growth on the campus, which continues to this day and has not adhered to any historical themes as an integrated resource. As such the buildings are not associated with any events significant to local, state, or national history. Criterion 2: BCR Consulting has conducted significant research on the buildings, and they have not been found to be associated with any individuals who have been notable in local, state, or national history. Criterion 3: Excluding Building F5, the historic buildings were designed and built using a ubiquitous and utilitarian mid-century modern style commonly utilized at public educational institutions. Therefore, they do not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual or possess high artistic values. Building F5 is a simple vernacular board-formed concrete two-story structure. Although board-formed concrete buildings and structures were common during the depression for their efficient use of materials, they do remain somewhat popular today, and as such are not particularly temporally diagnostic or significant. As such, Building F5 does not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual or possess high artistic values. Criterion 4: The buildings have been thoroughly assessed during this study and have not and are not likely to yield information important to prehistory or history. The buildings within the study area are, therefore, not considered eligible under any of the four criteria for listing on the California resister, and as such are not considered a historical resource under the California Environmental Quality Act (CEQA).

RECOMMENDATIONS

Based on the results of the BCR Consulting field survey and research, development of the proposed project is not anticipated to affect any archaeological or historical resources. Therefore, no significant impact related to archaeological or historical resources is anticipated and no further investigations are recommended for the proposed project.

If any previously unrecorded cultural resources are identified during grading activities, a qualified archaeologist shall be retained to assess the significance of the find. The qualified archaeologist shall have the authority to stop or divert construction excavation as necessary.

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may

inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

REFERENCES

Bean, Lowell John, and Charles R. Smith
1978 Gabrielino. In *California*, edited by R.F. Heizer, pp. 560-567. Handbook of North American Indians, vol. 8, W.C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.

Bean, Lowell J. and K.S. Saubel
1972 *Temalpakh: Cahuilla Indian Knowledge and Usage of Plants.* Malki Museum Press, Banning, California.

Beattie, George W.
1925 Development of Travel between Southern Arizona and Los Angeles as it Related to the San Bernardino Valley. *Historical Society of Southern California, Annual Publications* 13(2). Southern California Historical Society. San Bernardino, California

Beattie, George W., and Helen P. Beattie
1951 *Heritage of the Valley: San Bernardino's First Century*. Biobooks. Oakland, California.

Bing Yen and Associates, Inc.
2000 Local Geological Conditions. From City of Monterey Park Website. Electronic Document: http://www.ci.monterey-park.ca.us/Index.aspx?page=733. Accessed December 2, 2009.

Cleland, Robert Glass
1941 *The Cattle on a Thousand Hills—Southern California, 1850-80.* San Marino, California: Huntington Library.

Dyer, Richard
1961 *Growth and Development of Monterey Park, California Between 1906-1930.* Los Angeles State College Seminar.

Fong, Timothy P.
1994 The First Suburban Chinatown; the Remaking of Monterey Park, California. Temple University Press. Philadelphia.

Hoffland, Ginger and William Evans
1976 *Parallels A History of the Los Angeles Community College District.* Los Angeles Community College District.

Ingersoll, L.A.
1904 *Ingersoll's Century Annals of San Bernardino County 1769-1904.* Published by the Author. Los Angeles, California.

Jaeger, Edmund C., and Arthur C. Smith
1971 *Introduction to the Natural History of Southern California*. California Natural History Guides: 13. Los Angeles: University of California Press.

LACCD
2007 *Space Inventory Report -Report 17; Building Summary Report.* On File at Los Angeles Community College District.

Lindsey and Lindsey
1956a Plans Prepared for the Los Angeles City Junior College District; East Los Angeles Junior College, Building E. Lindsey and Lindsey Architects. 6311 North Figueroa, Los Angeles 42.

1956b Plans Prepared for the Los Angeles City Junior College District; East Los Angeles Junior College, Building G. Lindsey and Lindsey Architects. 6311 North Figueroa, Los Angeles 42.

Pain, H. Russell
1976 *The History of Monterey Park.* Eli Isenberg. Monterey Park, California.

Pawley, Eric
1962 *AIA School Plant Studies, A Selection: 1952-1962*. American Institute of Architects. New York.

Salitere, Edward V. (editor)
1954 *California Almanac.* Published by the Editor. Maywood, California.

United States Geological Survey
1991 *Los Angeles, California* 7.5-minute topographic quadrangle map

1981 *Los Angeles, California* 7.5-minute topographic quadrangle map

Wallace, William J.
1955 Prehistoric Cultural Development in the Southern California Deserts. *American Antiquity* 28(2):172-180.

Warren, Claude N., and R.H. Crabtree
1986 The Prehistory of the Southwestern Great Basin. In *Handbook of the North American Indians, Vol. 11, Great Basin,* edited by W.L. d'Azevedo, pp.183-193. W.C. Sturtevant, General Editor. Smithsonian Institution, Washington D.C.

APPENDIX A

RECORDS SEARCH LETTER

November 4, 2009

Ms. Kari Bernard
Terry A. Hayes Associates, LLC
8522 National Boulevard, Suite 102
Culver City, California 90232

Subject: Records Search Results for a Phase I Cultural Resources Assessment and Evaluation of Historic Buildings at East Los Angeles College (BCR Consulting Project No. TAH0901)

Dear Kari:

Brunzell Cultural Resource (BCR) Consulting is under contract to Terry A. Hayes Associates, LLC to provide a records search for a Phase I Cultural Resources Assessment and Historical Evaluation of Buildings E3, E5, E6 Bungalows, G5, G6, H5, H6, and H7 (slated for demolition); and Buildings G8 and H8 (proposed for modernization) at East Los Angeles College (ELAC) in the City of Monterey Park, Los Angeles County, California. The record search was conducted at the South Central Coastal Information Center (SSCIC) located at California State University, Fullerton. It included a review of all recorded historic and prehistoric archaeological sites, as well as recorded built environment resources within one mile of the project area, as well as a review of known cultural resources survey, excavation, and monitoring reports. In addition, BCR Consulting examined the California State Historic Property Data File (HPD), which includes the National Register of Historic Places (National Register), California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), and various local historic registers and historic maps. The following are the results of the records search:

USGS	Archaeological Sites	Built Environment Resources	Reports
Los Angeles 7.5 Minute Quadrangle	None	P-19-188196, 173071	KE- 2727*, 2788*, 3035, 3909, 3961, 4049, 4448, 4633, 4637, 4909, 5133, 5415, 5418, 5439, 6341, 6366, 6380, 7164, 7529, 8732, 8735, 8739, 8275, 8520, 8544, 8737, 9390,

*Record searches only (no field survey) partially within current project boundaries.

Thank you for the opportunity to assist you on this project. If BCR Consulting can be of further assistance, or if you have any questions concerning this letter, please contact me at (909)525-7078.

Sincerely,

BCR CONSULTING

David Brunzell
Principal Investigator/Archaeologist

APPENDIX B

DPR 523 SITE FORMS

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI #**

PRIMARY RECORD

Trinomial
NRHP Status Code

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** ELAC Bldgs. E3, E5, F5, G5, G6, G8, H5, H6, H7, H8

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Los Angeles **Date:** 1991 **T** 1S; **R** 12W; SW 1/4 of Section 33**;** S.B.**B.M.**

c. Address: 1301 Avenida Cesar Chavez City: Monterey Park Zip: 91754

d. UTM: Zone: 11S; 394150 mE/ 3767043mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 294 Feet AMSL
Subject buildings are located on the east-central portion of the East Los Angeles College campus.

***P3a. Description:** (Describe resource and its major elements: design, materials, condition, alterations, size, setting, boundaries)

The Los Angeles City Board of Education chartered East Los Angeles Junior College (now known as East Los Angeles College [ELAC]) in 1945. ELAC originally opened its doors at Garfield High School in an effort to relieve Los Angeles City College of its swelling post-war enrollment. A 1947 bond election allowed the Los Angeles Community (formerly Junior) College District to purchase 82 acres at the current location, and construction commenced almost immediately. By 1951 ELAC's core was established with the construction of several classrooms, a maintenance building, a stadium, and an auditorium. Subsequent buildings were added during the ensuing decades (Hoffland and Evans 1976), partially consisting of those within the current study area. These buildings include (construction dates in parentheses):

E3: Business (1958); E5: Academic (1958); F5: Library (1958); G5: Home Economics (1958); G6: Physics (1963); G8: Architecture and Engineering (1963); H5: Earth Science (1961); H6: Life Science (1961); H7: Lecture Hall (1961) H8: Chemistry (1961); (LACCD 2007).

Most original elements of the buildings remain in place; alterations include sporadic replacement of window and door hardware, wiring, lighting, gas piping, landscaping and vegetation removal, wall patching, painting, and paving. The area studied under the current investigation involves a small portion of the original campus.

***P3b. Resource Attributes:** (List attributes and codes) HP15. Educational Building; HP29. Landscape Architecture.

***P4. Resources Present:** ☑ Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Northeast Building Location Sign (Photo 81).

***P6. Date Constructed/Age and Sources:** ☑Historic 1958-1963 ☐Prehistoric ☐Both

***P7. Owner and Address:**
L.A. Community College District
770 Wilshire Boulevard
Los Angeles, CA 90017

***P8. Recorded by:** (Name, affiliation, and address)
David Brunzell
BCR Consulting
440 West 7th Street
Claremont, California 91711

***P9. Date Recorded:** 12/9/09

***P10. Survey Type:** (Describe)
Intensive.

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Cultural Resources Assessment of East Los Angeles College Buildings

***Attachments:** ☐NONE ☑Location Map ☐Sketch Map ☑Continuation Sheet ☑Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

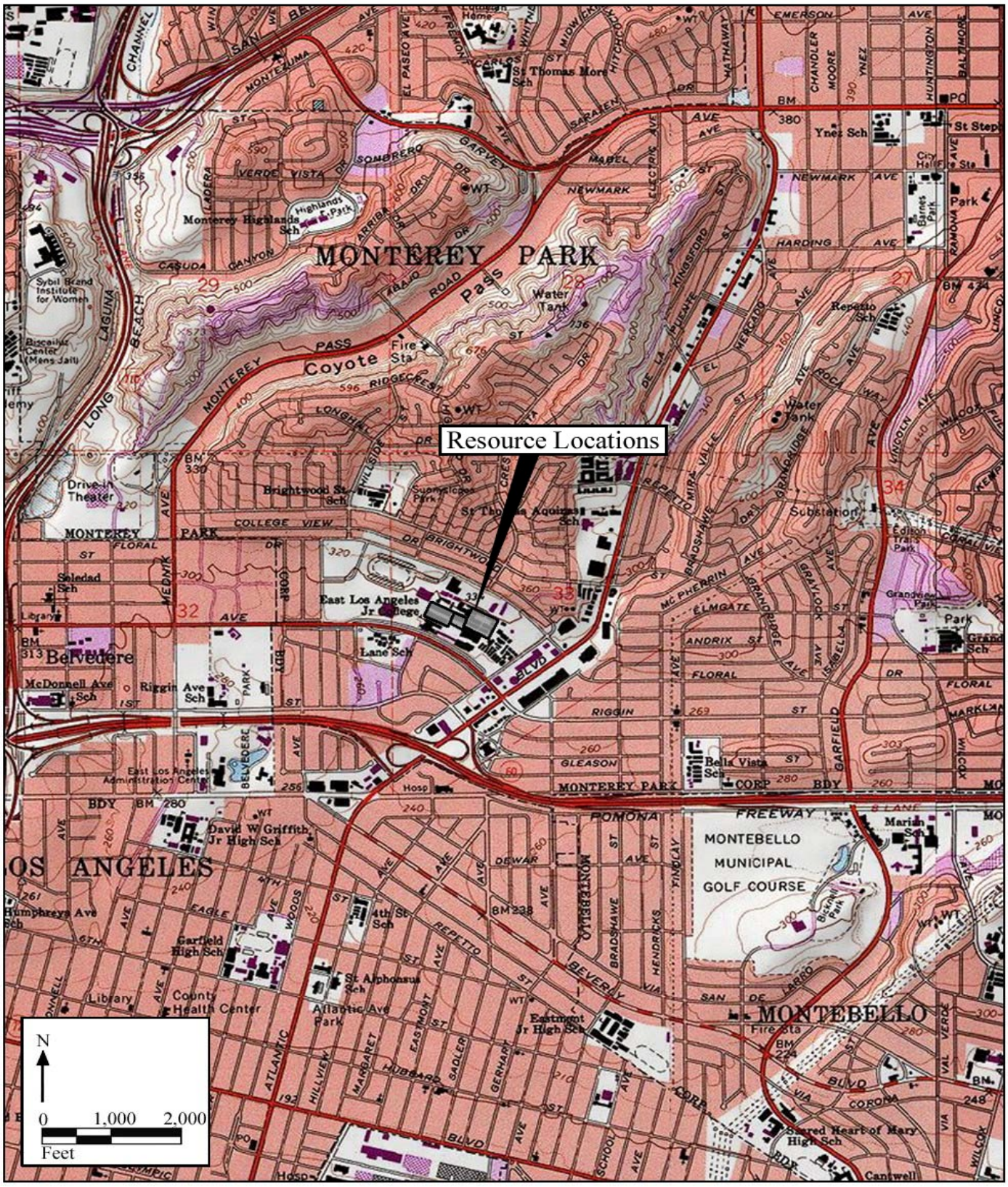
Primary #
HRI#
Trinomial

***Resource Name or #:** ELAC, Buildings E3, E5, F5, G5, G6, G8, H5, H6, H7, H8

***Map Name:** Los Angeles, CA

***Scale:** 1:24,000

***Date of Map:** 1991



***Required information**

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code**: 6Z ***Resource Name or #** (Assigned by recorder) ELAC-E3

B1. Historic Name:
B2. Common Name: Building E3 Business
B3. Original Use: College Education B4. Present Use: College Education
***B5. Architectural Style:** Mid-century modern.

***B6. Construction History:** (Construction date, alterations, and date of alterations)
This building was originally constructed in 1958 as part a wave of new classroom construction necessary to accommodate a growing student body at ELAC (LACCD 2007; Hoffland and Evans 1976:9). Structural alterations are negligible. Communications conduit and lighting has recently been attached to the eves, and door hardware on the main entrance at the east elevation have recently been updated. The materials indicate that these alterations took place after 2000.

***B7. Moved?** ☑No ☐Yes ☐Unknown **Date:** **Original Location:** N/A
***B8. Related Features:** None B9a. Architect: Lindsey and Lindsey Architects b. Builder: Unknown

***B10. Significance:** See Continuation Sheet (p. 13) **Theme:** Post WWII Suburban Development; ELAC Expansion
Area: E. Los Angeles/Monterey Park **Period of Significance:** Late 1950s/Early 1960s
Property Type: HP15. Educational Building **Applicable Criteria:** N/A
(Discuss importance in terms of historical/architectural context by theme, period, and geographic scope. Address integrity.)
Soon after World War II ended, veterans seeking the means to a professional career began filling classes at Los Angeles City College beyond manageable levels. As a result, East Los Angeles College (ELAC) was established, and in 1946 opened its doors to serve 380 students at the Garfield High and Los Angeles County General Hospital campuses. ELAC quickly outgrew these shared facilities, and construction at the current campus commenced in 1947. The first wave of buildings were constructed from 1947 to 1948 and accommodated maintenance and classroom functions. In 1951 a 22,000 seat stadium and 2,100 seat auditorium were completed, forming the campus nucleus. By 1954 enrollment had increased to 7,200 which punctuated the next wave of construction, including buildings within the current study (Hoffland and Evans 1976).

The architectural themes present in building E3 is typical of Post-World War II public school design. Primarily based upon one-story rectangular plan with flat or gently-pitched roofs, the design exhibits open corridors between buildings, and rows of horizontally oriented windows. This highly functional design maximizes natural lighting and ventilation, allows for easy outside access, eliminates the need for upper-floor fire escapes, and minimizes impacts from earthquakes (Pawley 1962). E3 is sheathed in stucco siding and features double hung and awning windows, and steel doors. Main entrance doors are doubled, and due to a relatively steep southerly aspect, are accessed via concrete steps along the south, east, and west elevations. Double hung windows along the south elevations feature louvered shades. Original landscaping and trees remain in place.

B11. Additional Resource Attributes: (List attributes and codes) HP29. Landscape Architecture.
***B12. References:**

Hoffland, Ginger and William Evans
1976 *Parallels A History of the Los Angeles Community College District.* Los Angeles Community College District.

LACCD
2007 *Space Inventory Report -Report 17; Building Summary Report.* On File at Los Angeles Community College District

Pawley, Eric
1962 *AIA School Plant Studies, A Selection: 1952-1962*. American Institute of Architects. New York.

B13. Remarks: None
***B14. Evaluator:** David Brunzell
BCR consulting
440 West 7th Street
Claremont, California 91711

***Date of Evaluation:** 12/10/2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code**: 6Z ***Resource Name or #** (Assigned by recorder) ELAC-E5

B1. Historic Name:
B2. Common Name: Building E5 Academic
B3. Original Use: College Education B4. Present Use: College Education
***B5. Architectural Style:** Mid-century modern.
***B6. Construction History:** (Construction date, alterations, and date of alterations)
This building was originally constructed in 1958 as part a wave of new classroom construction necessary to accommodate a growing student body at ELAC (LACCD 2007; Hoffland and Evans 1976:9). Structural alterations are negligible. Windows have been replaced on the north elevation, and orange scaffolding placed on the roof. The materials indicate that these alterations occurred after 1990.

***B7. Moved?** ☑**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:** N/A
***B8. Related Features:** None
B9a. Architect: Lindsey and Lindsey Architects b. Builder: Unknown

***B10. Significance:** See Continuation Sheet (p. 13) **Theme:** Post WWII Suburban Development; ELAC Expansion
Area: E. Los Angeles/Monterey Park **Period of Significance:** Late 1950s/Early 1960s
Property Type: HP15. Educational Building **Applicable Criteria:** N/A
(Discuss importance in terms of historical/architectural context by theme, period, and geographic scope. Address integrity.)
Soon after World War II ended, veterans seeking the means to a professional career began filling classes at Los Angeles City College beyond manageable levels. As a result, East Los Angeles College (ELAC) was established, and in 1946 opened its doors to serve 380 students at the Garfield High and Los Angeles County General Hospital campuses. ELAC quickly outgrew these shared facilities, and construction at the current campus commenced in 1947. The first wave of buildings were constructed from 1947 to 1948 and accommodated maintenance and classroom functions. In 1951 a 22,000 seat stadium and 2,100 seat auditorium were completed, forming the campus nucleus. By 1954 enrollment had increased to 7,200 which punctuated the next wave of construction, including buildings within the current study (Hoffland and Evans 1976).

The architectural themes present in building E5 is typical of Post-World War II public school design. Primarily based upon one-story rectangular plan with flat or gently-pitched roofs, the design exhibits open corridors between buildings, and rows of horizontally oriented windows. This highly functional design maximizes natural lighting and ventilation, allows for easy outside access, eliminates the need for upper-floor fire escapes, and minimizes impacts from earthquakes (Pawley 1962). E5 is sheathed in stucco siding and features double hung and awning windows, and steel doors. Main entrance doors are doubled, and due to a relatively steep southerly aspect, are accessed via concrete steps along the south elevation. Double hung windows along the south elevations feature louvered shades. Original landscaping remains in place.

B11. Additional Resource Attributes: (List attributes and codes) HP29. Landscape Architecture.
***B12. References:**

Hoffland, Ginger and William Evans
1976 *Parallels; A History of the Los Angeles Community College District.* Los Angeles Community College District. Los Angeles

LACCD
2007 *Space Inventory Report -Report 17; Building Summary Report.* On File at Los Angeles Community College District

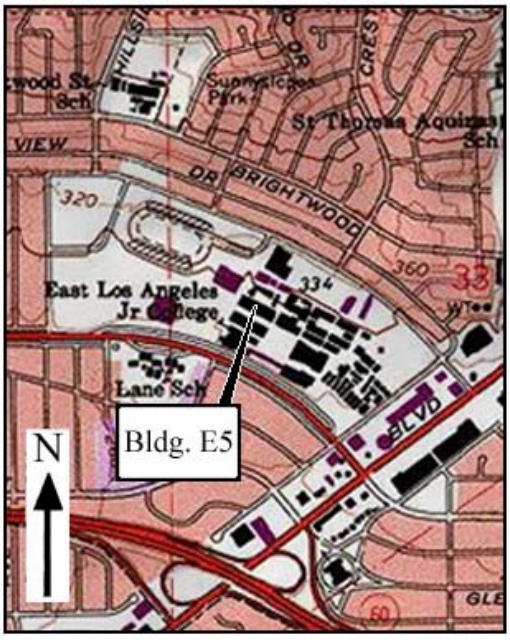
Pawley, Eric
1962 *AIA School Plant Studies, A Selection: 1952-1962*. American Institute of Architects. New York.

B13. Remarks: None
***B14. Evaluator:** David Brunzell
BCR consulting
440 West 7th Street
Claremont, California 91711

***Date of Evaluation:** 12/10/2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code**: 6Z ***Resource Name or #** (Assigned by recorder) ELAC-F5

B1. Historic Name:
B2. Common Name: Building F5
B3. Original Use: College Library B4. Present Use: Classrooms

***B5. Architectural Style:** Mid-century modern.

***B6. Construction History:** (Construction date, alterations, and date of alterations)

This building was originally constructed in 1958 as part a wave of new classroom construction necessary to accommodate a growing student body at ELAC (LACCD 2007; Hoffland and Evans 1976:9). Structural alterations include installation of a catwalk leading from the second floor of the building to the Bailey Library to the south. Since the Bailey Library does not appear on the USGS Los Angeles 7.5-minute topographic quad (1981; see sketch map below), the alteration took place subsequent to 1981. Other alterations include an antenna on the roof and communications conduit visible on the north and west elevations, and lighting installations. Major landscaping and installation of subsurface piping are currently underway and restrict direct northern access.

***B7. Moved?** ☑No ☐Yes ☐Unknown **Date:** **Original Location:** N/A

***B8. Related Features:** None B9a. Architect: Unknown b. Builder: Unknown

***B10. Significance:** See Continuation Sheet (p. 13) **Theme:** Post WWII Suburban Development; ELAC Expansion

Area: E. Los Angeles/Monterey Park **Period of Significance:** Late 1950s/Early 1960s

Property Type: HP15. Educational Building **Applicable Criteria:** N/A

(Discuss importance in terms of historical/architectural context by theme, period, and geographic scope. Address integrity.)

Soon after World War II ended, veterans seeking the means to a professional career began filling classes at Los Angeles City College beyond manageable levels. As a result, East Los Angeles College (ELAC) was established, and in 1946 opened its doors to serve 380 students at the Garfield High and Los Angeles County General Hospital campuses. ELAC quickly outgrew these shared facilities, and construction at the current campus commenced in 1947. The first wave of buildings were constructed from 1947 to 1948 and accommodated maintenance and classroom functions. In 1951 a 22,000 seat stadium and 2,100 seat auditorium were completed, forming the campus nucleus. By 1954 enrollment had increased to 7,200 which punctuated the next wave of construction, including buildings within the current study (Hoffland and Evans 1976).

The former library (Building F-5) is a two-story board-formed concrete building with a flat roof. The second story provided the space necessary to house its 15,000-plus volumes. Although board-formed concrete buildings and structures were common during the depression for their efficient use of materials, they do remain somewhat popular and as such are not particularly temporally diagnostic or significant. F5 contains two double-door stepped entrances sided by brick planters along the central portion of the south elevation, sheltered by a flat awning. The building contains few double hung and awning windows. Landscaping remains in place, except along the northern elevation where significant mechanical trenching has occurred.

B11. Additional Resource Attributes: (List attributes and codes) HP29. Landscape Architecture.

***B12. References:**

Hoffland, Ginger and William Evans
1976 *Parallels A History of the Los Angeles Community College District.* Los Angeles Community College District.

LACCD
2007 *Space Inventory Report -Report 17; Building Summary Report.* On File at Los Angeles Community College District

Pawley, Eric
1962 *AIA School Plant Studies, A Selection: 1952-1962*. American Institute of Architects. New York.

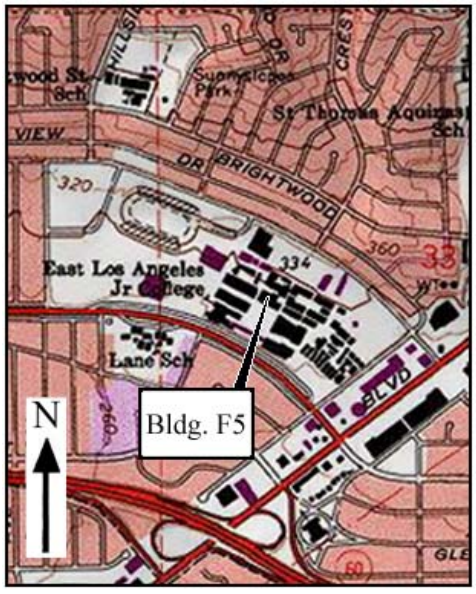
B13. Remarks: None

***B14. Evaluator:** David Brunzell
BCR consulting
440 West 7th Street
Claremont, California 91711

***Date of Evaluation:** 12/10/2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name:
B2. Common Name: Building G5 Home Economics
B3. Original Use: College Education B4. Present Use: College Education
***B5. Architectural Style:** Mid-century modern.
***B6. Construction History:** (Construction date, alterations, and date of alterations)
This building was originally constructed in 1958 as part a wave of new classroom construction necessary to accommodate a growing student body at ELAC (LACCD 2007; Hoffland and Evans 1976:9). Structural alterations are negligible. New lighting has been installed near the west and north elevations. The materials indicate that these alterations took place after 2000.

B7. Moved? ☑**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:** N/A
***B8. Related Features:** None B9a. Architect: Lindsey and Lindsey Architects b. Builder: Unknown

***B10. Significance:** See Continuation Sheet (p. 13) **Theme:** Post WWII Suburban Development; ELAC Expansion
Area: E. Los Angeles/Monterey Park **Period of Significance:** Late 1950s/Early 1960s
Property Type: HP15. Educational Building **Applicable Criteria:** N/A
(Discuss importance in terms of historical/architectural context by theme, period, and geographic scope. Address integrity.)
Soon after World War II ended, veterans seeking the means to a professional career began filling classes at Los Angeles City College beyond manageable levels. As a result, East Los Angeles College (ELAC) was established, and in 1946 opened its doors to serve 380 students at the Garfield High and Los Angeles County General Hospital campuses. ELAC quickly outgrew these shared facilities, and construction at the current campus commenced in 1947. The first wave of buildings were constructed from 1947 to 1948 and accommodated maintenance and classroom functions. In 1951 a 22,000 seat stadium and 2,100 seat auditorium were completed, forming the campus nucleus. By 1954 enrollment had increased to 7,200 which punctuated the next wave of construction, including buildings within the current study (Hoffland and Evans 1976).

The architectural themes present in building G5 is typical of Post-World War II public school design. Primarily based upon one-story rectangular plan with flat or gently-pitched roofs, the design exhibits open corridors between buildings, and rows of horizontally oriented windows. This highly functional design maximizes natural lighting and ventilation, allows for easy outside access, eliminates the need for upper-floor fire escapes, and minimizes impacts from earthquakes (Pawley 1962). G5 is sheathed in stucco siding and features double hung and awning windows, and single steel doors. Original landscaping and trees remains largely in place, and roofed corridors supported by steel posts provide walkways along this building.

B11. Additional Resource Attributes: (List attributes and codes) HP29. Landscape Architecture.

***B12. References:**
Hoffland, Ginger and William Evans
1976 *Parallels A History of the Los Angeles Community College District.* Los Angeles Community College District.

LACCD
2007 *Space Inventory Report -Report 17; Building Summary Report.* On File at Los Angeles Community College District

Pawley, Eric
1962 *AIA School Plant Studies, A Selection: 1952-1962*. American Institute of Architects. New York.

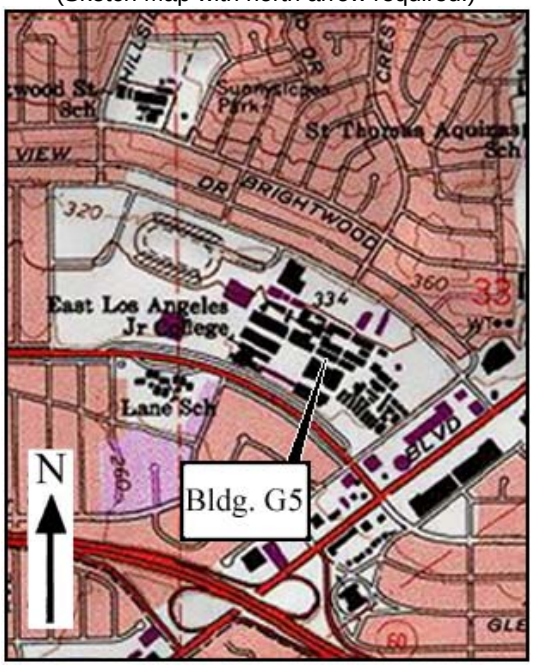
B13. Remarks: None

***B14. Evaluator:** David Brunzell
BCR consulting
440 West 7th Street
Claremont, California 91711

***Date of Evaluation:** 12/10/2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code**: 6Z ***Resource Name or #** (Assigned by recorder) ELAC-G6

B1. Historic Name:
B2. Common Name: Building G6 Physics
B3. Original Use: College Education B4. Present Use: College Education

***B5. Architectural Style:** Mid-century modern.

***B6. Construction History:** (Construction date, alterations, and date of alterations)
This building was originally constructed in 1963 as part a wave of new classroom construction necessary to accommodate a growing student body at ELAC (LACCD 2007; Hoffland and Evans 1976:9). Structural alterations are negligible. Lighting has recently been attached to the west elevation. The materials indicate that these alterations took place after 2000.

B7. Moved? ☑No ☐Yes ☐Unknown Date: Original Location: N/A
***B8. Related Features:** None B9a. Architect: Lindsey and Lindsey Architects b. Builder: Unknown

***B10. Significance:** See Continuation Sheet (p. 13) **Theme:** Post WWII Suburban Development; ELAC Expansion
Area: E. Los Angeles/Monterey Park **Period of Significance:** Late 1950s/Early 1960s
Property Type: HP15. Educational Building **Applicable Criteria:** N/A
(Discuss importance in terms of historical/architectural context by theme, period, and geographic scope. Address integrity.)
Soon after World War II ended, veterans seeking the means to a professional career began filling classes at Los Angeles City College beyond manageable levels. As a result, East Los Angeles College (ELAC) was established, and in 1946 opened its doors to serve 380 students at the Garfield High and Los Angeles County General Hospital campuses. ELAC quickly outgrew these shared facilities, and construction at the current campus commenced in 1947. The first wave of buildings were constructed from 1947 to 1948 and accommodated maintenance and classroom functions. In 1951 a 22,000 seat stadium and 2,100 seat auditorium were completed, forming the campus nucleus. By 1954 enrollment had increased to 7,200 which punctuated the next wave of construction, including buildings within the current study (Hoffland and Evans 1976).

The architectural themes present in building G6 is typical of Post-World War II public school design. Primarily based upon one-story rectangular plan with flat or gently-pitched roofs, the design exhibits open corridors between buildings, and rows of horizontally oriented windows. This highly functional design maximizes natural lighting and ventilation, allows for easy outside access, eliminates the need for upper-floor fire escapes, and minimizes impacts from earthquakes (Pawley 1962). G6 is sheathed in stucco siding and features double hung and awning windows, and single steel doors. Original landscaping and trees remains largely in place, and roofed corridors supported by steel posts provide walkways along this building.

B11. Additional Resource Attributes: (List attributes and codes) HP29. Landscape Architecture.
***B12. References:**

Hoffland, Ginger and William Evans
1976 *Parallels A History of the Los Angeles Community College District.* Los Angeles Community College District.

LACCD
2007 *Space Inventory Report -Report 17; Building Summary Report.* On File at Los Angeles Community College District

Pawley, Eric
1962 *AIA School Plant Studies, A Selection: 1952-1962*. American Institute of Architects. New York.

B13. Remarks: None
***B14. Evaluator:** David Brunzell
BCR consulting
440 West 7th Street
Claremont, California 91711

***Date of Evaluation:** 12/10/2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code**: 6Z ***Resource Name or #** (Assigned by recorder) ELAC-G8

B1. Historic Name:
B2. Common Name: Building G8 Architecture and Engineering
B3. Original Use: College Education B4. Present Use: College Education
***B5. Architectural Style:** Mid-century modern.
***B6. Construction History:** (Construction date, alterations, and date of alterations)
This building was originally constructed in 1963 as part a wave of new classroom construction necessary to accommodate a growing student body at ELAC (LACCD 2007; Hoffland and Evans 1976:9). Structural alterations are negligible. Temporary construction fencing has recently been added to the roof, and temporary chain link fence limits access to the west and north elevations.

B7. Moved? ☑**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:** N/A
***B8. Related Features:** None B9a. Architect: Lindsey and Lindsey Architects b. Builder: Unknown

***B10. Significance:** See Continuation Sheet (p. 13) **Theme:** Post WWII Suburban Development; ELAC Expansion
Area: E. Los Angeles/Monterey Park **Period of Significance:** Late 1950s/Early 1960s
Property Type: HP15. Educational Building **Applicable Criteria:** N/A
(Discuss importance in terms of historical/architectural context by theme, period, and geographic scope. Address integrity.)
Soon after World War II ended, veterans seeking the means to a professional career began filling classes at Los Angeles City College beyond manageable levels. As a result, East Los Angeles College (ELAC) was established, and in 1946 opened its doors to serve 380 students at the Garfield High and Los Angeles County General Hospital campuses. ELAC quickly outgrew these shared facilities, and construction at the current campus commenced in 1947. The first wave of buildings were constructed from 1947 to 1948 and accommodated maintenance and classroom functions. In 1951 a 22,000 seat stadium and 2,100 seat auditorium were completed, forming the campus nucleus. By 1954 enrollment had increased to 7,200 which punctuated the next wave of construction, including buildings within the current study (Hoffland and Evans 1976).

The architectural themes present in building G8 is typical of Post-World War II public school design. Primarily based upon one-story rectangular plan with flat or gently-pitched roofs, the design exhibits open corridors between buildings, and rows of horizontally oriented windows. This highly functional design maximizes natural lighting and ventilation, allows for easy outside access, eliminates the need for upper-floor fire escapes, and minimizes impacts from earthquakes (Pawley 1962). G8 is sheathed in stucco siding and features double hung and awning windows, and single steel doors. Original landscaping and trees remains largely in place, and roofed corridors supported by steel posts provide walkways along this building.

B11. Additional Resource Attributes: (List attributes and codes) HP29. Landscape Architecture.
***B12. References:**

Hoffland, Ginger and William Evans
1976 *Parallels A History of the Los Angeles Community College District.* Los Angeles Community College District.

LACCD
2007 *Space Inventory Report -Report 17; Building Summary Report.* On File at Los Angeles Community College District

Pawley, Eric
1962 *AIA School Plant Studies, A Selection: 1952-1962*. American Institute of Architects. New York.

B13. Remarks: None
***B14. Evaluator:** David Brunzell
BCR consulting
440 West 7th Street
Claremont, California 91711

***Date of Evaluation:** 12/10/2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name:
B2. Common Name: Building H5 Earth Science
B3. Original Use: College Education B4. Present Use: College Education

***B5. Architectural Style:** Mid-century modern.
***B6. Construction History:** (Construction date, alterations, and date of alterations)
This building was originally constructed in 1961 as part a wave of new classroom construction necessary to accommodate a growing student body at ELAC (LACCD 2007); Hoffland and Evans 1976:9). Structural alterations are negligible. Temporary chain link fence limits access to the north and west elevations.

B7. Moved? ☑**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:** N/A
***B8. Related Features:** None B9a. Architect: Unknown b. Builder: Unknown

***B10. Significance:** See Continuation Sheet (p. 13) **Theme:** Post WWII Suburban Development; ELAC Expansion
Area: E. Los Angeles/Monterey Park **Period of Significance:** Late 1950s/Early 1960s
Property Type: HP15. Educational Building **Applicable Criteria:** N/A
(Discuss importance in terms of historical/architectural context by theme, period, and geographic scope. Address integrity.)
Soon after World War II ended, veterans seeking the means to a professional career began filling classes at Los Angeles City College beyond manageable levels. As a result, East Los Angeles College (ELAC) was established, and in 1946 opened its doors to serve 380 students at the Garfield High and Los Angeles County General Hospital campuses. ELAC quickly outgrew these shared facilities, and construction at the current campus commenced in 1947. The first wave of buildings were constructed from 1947 to 1948 and accommodated maintenance and classroom functions. In 1951 a 22,000 seat stadium and 2,100 seat auditorium were completed, forming the campus nucleus. By 1954 enrollment had increased to 7,200 which punctuated the next wave of construction, including buildings within the current study (Hoffland and Evans 1976).

The architectural themes present in building H5 is typical of Post-World War II public school design. Primarily based upon one-story rectangular plan with flat or gently-pitched roofs, the design exhibits open corridors between buildings, and rows of horizontally oriented windows. This highly functional design maximizes natural lighting and ventilation, allows for easy outside access, eliminates the need for upper-floor fire escapes, and minimizes impacts from earthquakes (Pawley 1962). H5 is sheathed in stucco siding and features double hung and awning windows, and single steel doors. Original landscaping and trees remains largely in place, and roofed corridors supported by steel posts provide walkways along this building.

B11. Additional Resource Attributes: (List attributes and codes) HP29. Landscape Architecture.
***B12. References:**

Hoffland, Ginger and William Evans
1976 *Parallels A History of the Los Angeles Community College District.* Los Angeles Community College District.

LACCD
2007 *Space Inventory Report -Report 17; Building Summary Report.* On File at Los Angeles Community College District

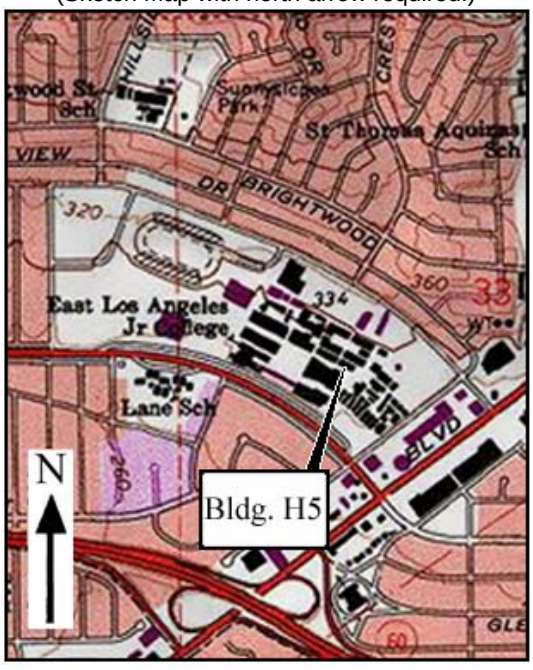
Pawley, Eric
1962 *AIA School Plant Studies, A Selection: 1952-1962*. American Institute of Architects. New York.

B13. Remarks: None
***B14. Evaluator:** David Brunzell
BCR consulting
440 West 7th Street
Claremont, California 91711

***Date of Evaluation:** 12/10/2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name:
B2. Common Name: Building H6 Life Science
B3. Original Use: College Education B4. Present Use: College Education
***B5. Architectural Style:** Mid-century modern.
***B6. Construction History:** (Construction date, alterations, and date of alterations)
This building was originally constructed in 1961 as part a wave of new classroom construction necessary to accommodate a growing student body at ELAC (LACCD 2007; Hoffland and Evans 1976:9). Structural alterations are negligible. Temporary fencing has recently been placed and mechanical excavation has occurred along the east elevation, limiting access.
B7. Moved? ☑No ☐Yes ☐Unknown Date: Original Location: N/A
***B8. Related Features:** None B9a. Architect: Unknown b. Builder: Unknown

***B10. Significance:** See Continuation Sheet (p. 13) **Theme:** Post WWII Suburban Development; ELAC Expansion
Area: E. Los Angeles/Monterey Park **Period of Significance:** Late 1950s/Early 1960s
Property Type: HP15. Educational Building **Applicable Criteria:** N/A
(Discuss importance in terms of historical/architectural context by theme, period, and geographic scope. Address integrity.)
Soon after World War II ended, veterans seeking the means to a professional career began filling classes at Los Angeles City College beyond manageable levels. As a result, East Los Angeles College (ELAC) was established, and in 1946 opened its doors to serve 380 students at the Garfield High and Los Angeles County General Hospital campuses. ELAC quickly outgrew these shared facilities, and construction at the current campus commenced in 1947. The first wave of buildings were constructed from 1947 to 1948 and accommodated maintenance and classroom functions. In 1951 a 22,000 seat stadium and 2,100 seat auditorium were completed, forming the campus nucleus. By 1954 enrollment had increased to 7,200 which punctuated the next wave of construction, including buildings within the current study (Hoffland and Evans 1976).

The architectural themes present in building H6 is typical of Post-World War II public school design. Primarily based upon one-story rectangular plan with flat or gently-pitched roofs, the design exhibits open corridors between buildings, and rows of horizontally oriented windows. This highly functional design maximizes natural lighting and ventilation, allows for easy outside access, eliminates the need for upper-floor fire escapes, and minimizes impacts from earthquakes (Pawley 1962). H6 is sheathed in stucco siding and features double hung and awning windows, and single steel doors. Original landscaping and trees remains in place to the north, south and west, but mechanical excavation has obliterated landscaping to the east. Roofed corridors supported by steel posts provide walkways along this building.

B11. Additional Resource Attributes: (List attributes and codes) HP29. Landscape Architecture.

***B12. References:**
Hoffland, Ginger and William Evans
1976 *Parallels A History of the Los Angeles Community College District.* Los Angeles Community College District.

LACCD
2007 *Space Inventory Report -Report 17; Building Summary Report.* On File at Los Angeles Community College District

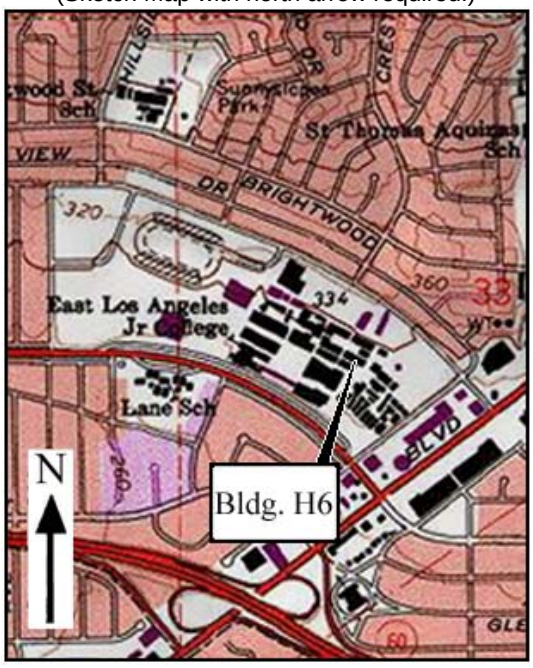
Pawley, Eric
1962 *AIA School Plant Studies, A Selection: 1952-1962*. American Institute of Architects. New York.

B13. Remarks: None
***B14. Evaluator:** David Brunzell
BCR consulting
440 West 7th Street
Claremont, California 91711

***Date of Evaluation:** 12/10/2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name: H7 Lecture Hall
B3. Original Use: College Education B4. Present Use: College Education
***B5. Architectural Style:** Mid-century modern.
***B6. Construction History:** (Construction date, alterations, and date of alterations)
This building was originally constructed in 1961 as part a wave of new classroom construction necessary to accommodate a growing student body at ELAC (LACCD 2007; Hoffland and Evans 1976:9). Structural alterations are negligible. Temporary fencing has recently been placed and mechanical excavation has occurred along the east elevation, limiting access.

B7. Moved? ☑**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:** N/A
***B8. Related Features:** None B9a. Architect: Lindsey and Lindsey Architects b. Builder: Unknown

***B10. Significance:** See Continuation Sheet (p. 13) **Theme:** Post WWII Suburban Development; ELAC Expansion
Area: E. Los Angeles/Monterey Park **Period of Significance:** Late 1950s/Early 1960s
Property Type: HP15. Educational Building **Applicable Criteria:** N/A
(Discuss importance in terms of historical/architectural context by theme, period, and geographic scope. Address integrity.)
Soon after World War II ended, veterans seeking the means to a professional career began filling classes at Los Angeles City College beyond manageable levels. As a result, East Los Angeles College (ELAC) was established, and in 1946 opened its doors to serve 380 students at the Garfield High and Los Angeles County General Hospital campuses. ELAC quickly outgrew these shared facilities, and construction at the current campus commenced in 1947. The first wave of buildings were constructed from 1947 to 1948 and accommodated maintenance and classroom functions. In 1951 a 22,000 seat stadium and 2,100 seat auditorium were completed, forming the campus nucleus. By 1954 enrollment had increased to 7,200 which punctuated the next wave of construction, including buildings within the current study (Hoffland and Evans 1976).

The architectural themes present in building H7 is typical of Post-World War II public school design. Primarily based upon one-story rectangular plan with flat or gently-pitched roofs, the design exhibits open corridors between buildings, and rows of horizontally oriented windows. This highly functional design maximizes natural lighting and ventilation, allows for easy outside access, eliminates the need for upper-floor fire escapes, and minimizes impacts from earthquakes (Pawley 1962). H7 is sheathed in stucco siding and features double hung and awning windows, and single steel doors. Original landscaping and trees remains in place to the north, south and west, but mechanical excavation has obliterated landscaping to the east. Roofed corridors supported by steel posts provide walkways along this building.

B11. Additional Resource Attributes: (List attributes and codes) HP29. Landscape Architecture.

***B12. References:**

Hoffland, Ginger and William Evans
1976 *Parallels A History of the Los Angeles Community College District.* Los Angeles Community College District.

LACCD
2007 *Space Inventory Report -Report 17; Building Summary Report.* On File at Los Angeles Community College District

Pawley, Eric
1962 *AIA School Plant Studies, A Selection: 1952-1962*. American Institute of Architects. New York.

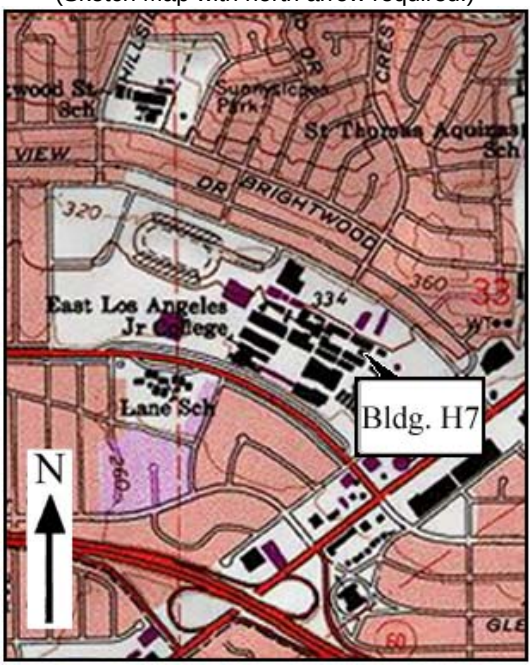
B13. Remarks: None

***B14. Evaluator:** David Brunzell
BCR consulting
440 West 7th Street
Claremont, California 91711

***Date of Evaluation:** 12/10/2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name:
B2. Common Name: Building H8 Chemistry
B3. Original Use: College Education B4. Present Use: College Education
***B5. Architectural Style:** Mid-century modern.
***B6. Construction History:** (Construction date, alterations, and date of alterations)
This building was originally constructed in 1961 as part a wave of new classroom construction necessary to accommodate a growing student body at ELAC (LACCD; Hoffland and Evans 1976:9). Structural alterations are negligible. Temporary fencing has recently been placed and mechanical excavation has occurred along the east elevation, limiting access.

B7. Moved? ☑**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:** N/A
***B8. Related Features:** None B9a. Architect: Lindsey and Lindsey Architects b. Builder: Unknown

***B10. Significance:** See Continuation Sheet (p. 13) **Theme:** Post WWII Suburban Development; ELAC Expansion
Area: E. Los Angeles/Monterey Park **Period of Significance:** Late 1950s/Early 1960s
Property Type: HP15. Educational Building **Applicable Criteria:** N/A
(Discuss importance in terms of historical/architectural context by theme, period, and geographic scope. Address integrity.)
Soon after World War II ended, veterans seeking the means to a professional career began filling classes at Los Angeles City College beyond manageable levels. As a result, East Los Angeles College (ELAC) was established, and in 1946 opened its doors to serve 380 students at the Garfield High and Los Angeles County General Hospital campuses. ELAC quickly outgrew these shared facilities, and construction at the current campus commenced in 1947. The first wave of buildings were constructed from 1947 to 1948 and accommodated maintenance and classroom functions. In 1951 a 22,000 seat stadium and 2,100 seat auditorium were completed, forming the campus nucleus. By 1954 enrollment had increased to 7,200 which punctuated the next wave of construction, including buildings within the current study (Hoffland and Evans 1976).

The architectural themes present in building H8 is typical of Post-World War II public school design. Primarily based upon one-story rectangular plan with flat or gently-pitched roofs, the design exhibits open corridors between buildings, and rows of horizontally oriented windows. This highly functional design maximizes natural lighting and ventilation, allows for easy outside access, eliminates the need for upper-floor fire escapes, and minimizes impacts from earthquakes (Pawley 1962). H8 is sheathed in stucco siding and features double hung and awning windows, and single steel doors. Original landscaping and trees remains in place to the north, south and west, but mechanical excavation has obliterated landscaping to the east. Roofed corridors supported by steel posts provide walkways along this building.

B11. Additional Resource Attributes: (List attributes and codes) HP29. Landscape Architecture.
***B12. References:**

Hoffland, Ginger and William Evans
1976 *Parallels A History of the Los Angeles Community College District.* Los Angeles Community College District.

LACCD
2007 *Space Inventory Report -Report 17; Building Summary Report.* On File at Los Angeles Community College District

Pawley, Eric
1962 *AIA School Plant Studies, A Selection: 1952-1962*. American Institute of Architects. New York.

B13. Remarks: None

***B14. Evaluator:** David Brunzell
BCR consulting
440 West 7th Street
Claremont, California 91711

***Date of Evaluation:** 12/10/2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

***B10. Significance** (continued from Building, Structure, and Object Records, pages 3-12):
The buildings that comprise the study include E3 (Business), E5 (Academic), F5 (Library), G5 (Home Economics), G6 (Physics), G8 (Architecture and Engineering), H5 (Earth Science), H6 (Life Science), H7 (Lecture Hall), and H8 (Chemistry). These buildings exceed 45 years in age, and as such require eligibility evaluation for listing on the California Register of Historic Resources (California Register). Criterion 1: Although the establishment of East Los Angeles College represents a locally important public educational institution, the buildings in the current study are a result of growth common throughout the region during the period, and as such are not associated with any events significant to local, state, or national history. Criterion 2: The buildings are not associated with any individuals who have been notable in local, state, or national history. Criterion 3: The historic buildings were designed and built using a ubiquitous and utilitarian mid-century modern style commonly utilized at public institutions. They do not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual or possess high artistic values. Criterion 4: The buildings have been thoroughly assessed during this study and have not and are not likely to yield information important to prehistory or history. The buildings within the study area are, therefore, not considered eligible under any of the four criteria for listing on the California resister, and as such are not considered a historical resource under the California Environmental Quality Act (CEQA).

Photos


Building E3 Overview (Southwest)

Building E5 Overview (North)


Building F5 Overview (Northeast)

Building G5 Overview (Northwest)

Photos Continued

Building G6 Overview (Southeast)


Building G8 Overview (Southeast)

Building H5 Overview (Northeast)

Building H6 Overview (West)


Building H7 Overview (East)

Building H8 Overview (Southeast)

APPENDIX C

NATIVE AMERICAN CONSULTATION

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net

November 9, 2009

Mr. David Brunzell, Principal Investigator/Archaeologist
BCR CONSULTING
1911 Redwood Avenue
Ontario, CA 91761

Sent by FAX to: 909- 392- 8248
Number of pages: 3

Re: Request for a Sacred Lands File Search and Native American Contacts List **for a Proposed East Los Angeles College Project, BCR Consulting Project No. TAH0901;** located in the City of Monterey Park; Los Angeles County, California

Dear Mr. Brunzell::

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources (c.f. CA Public Resources Code §21070), was able to perform a record search of its Sacred Lands File (SLF) for the affected project area (APE) requested. The California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 – 21177)) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." The NAHC SLF search **did not indicate** the presence of several Native American cultural resources within one-half - mile radius of the proposed projects (APE).

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and individuals as 'consulting parties' under both state and federal law.

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the nearest tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We recommend that you contact persons on the attached list of Native American contacts. Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) at the Office of Historic Preservation Coordinator's office (at (916) 653-7278, for referral to the nearest Information Center of which there are 10.

Consultation with tribes and interested Native American consulting parties, on the NAHC list ,should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f]*et seq),* and NAGPRA (25 U.S.C. 3001-3013), as appropriate. .

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5

provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

The response to this search for Native American cultural resources is conducted in the NAHC Sacred Lands Inventory, established by the California Legislature (CA Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10) although Native Americans on the attached contact list may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance' may also be protected the under Section 304 of the NHPA or at the Secretary of the Interior' discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C, 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton
Program Analyst

Attachment: Native American Contacts List (NOTE: we further recommend that other forms of 'proof of mailing or proof of contact be utilized instead of 'Return Receipt Requested' Certified or Registered Mail.) Further, we suggest a follow-up telephone call to the contacts if the replies are not received or need clarification.

SEE ALSO SUMMARY DOC

✓ = printed/mailed (certified)
+ = scanned
X = emailed

Native American Contacts
Los Angeles County
November 9, 2009

LA City/County Native American Indian Comm ✓
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020
(213) 351-5324
(213) 386-3995 FAX

Gabrielino Tongva Indians of California Tribal Council ✓ + X
Robert F. Doramae, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-925-7989 - fax

Ti'At Society ✓ + X
Cindi Alvitre
6515 E. Seaside Walk, #C Gabrielino
Long Beach , CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino-Tongva Tribe ✓ +
Bernie Acuna
501 Santa Monica Blvd, # 500 Gabrielino
Santa Monica , CA 90401
(310) 587-2203
(310) 428-7720 - cell
(310) 587-2281

Tongva Ancestral Territorial Tribal Nation ✓ + X
John Tommy Rosas, Tribal Admin.
, Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

Gabrieleno Band of Mission Indians ✓ + X
Andy Salas, Chairperson
PO Box 393 Gabrieleno
Covina , CA 91723
gabrielenoindians@yahoo.com
626-926-4131
(213) 688-0181 - FAX

Gabrieleno/Tongva San Gabriel Band of Mission ✓ +
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
(626) 286-1262 -FAX
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Gabrielino-Tongva Tribe ✓ + X
Linda Candelaria, Chairwoman
501 Santa Monica Blvd, # 500 Gabrielino
Santa Monica , CA 90401
(310) 587-2203
310-428-5767- cell
(310) 587-2281
lcandelaria1@gabrielinoTribe.org

Gabrielino Tongva Nation ✓ + X
Sam Dunlap, Tribal Secretary
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

This list is current only as of the date of this document.
Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. and federal NEPA (42 USC 4321-43351), NHPA Sections 106, 4(f) (16 USC 470(f) and NAGPRA (25 USC 3001-3013)

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed East Los Angeles College Project; BCR Consulting Project No. TAH0901; located in the City of Monterey Park; Los

November 11, 2009

Mr. Ron Andrade, Director
3175 West 6th Street, Room 403
Los Angeles, California 90020

Subject: Native American Consultation for the Proposed East Los Angeles College Project in the City of Monterey Park, Los Angeles County, California

Dear Ron:

BCR Consulting is preparing a cultural resources assessment for the East Los Angeles College (ELAC) Project, located in the City of Monterey Park, Los Angeles County, California. The project boundaries encompass Buildings E3, E5, E6 Bungalows, G5, G6, H5, H6, and H7 (slated for demolition); and Buildings G8 and H8 (proposed for modernization) at East Los Angeles College (ELAC) in the City of Monterey Park, Los Angeles County, California. The project is situated within Section 33, Township 1 South, Range 12 West, San Bernardino Base and Meridian (see attached United States Geological Survey [USGS] map). The cultural resources assessment is being completed pursuant to the California Environmental Quality Act.

BCR Consulting is contacting Native Americans on behalf of ELAC to help determine whether any historical resources may be affected by the project. If you know of any cultural resources in the vicinity that may be of religious and/or cultural significance to your community or if you would like more information, please contact me at 909/525-7078 or david.brunzell@yahoo.com. Correspondence can also be sent to BCR Consulting, Attn: David Brunzell, 440 West 7th Street, Claremont, California 91711. I request a response by November 27, 2009, so that your input can be included. If you require more time, please let me know. If I do not receive a response from you, I will contact you by telephone to discuss any comments or concerns you may have. Thank you for your involvement in this process.

Sincerely,

BCR Consulting

David Brunzell, M.A./RPA
Principal Investigator/Archaeologist

Attachment: USGS Map

November 11, 2009

Ms. Cindi Alvitre
Ti'At Society
6515 East Seaside Walk, #C
Long Beach, California 90803

Subject: Native American Consultation for the Proposed East Los Angeles College Project in the City of Monterey Park, Los Angeles County, California

Dear Cindi:

BCR Consulting is preparing a cultural resources assessment for the East Los Angeles College (ELAC) Project, located in the City of Monterey Park, Los Angeles County, California. The project boundaries encompass Buildings E3, E5, E6 Bungalows, G5, G6, H5, H6, and H7 (slated for demolition); and Buildings G8 and H8 (proposed for modernization) at East Los Angeles College (ELAC) in the City of Monterey Park, Los Angeles County, California. The project is situated within Section 33, Township 1 South, Range 12 West, San Bernardino Base and Meridian (see attached United States Geological Survey [USGS] map). The cultural resources assessment is being completed pursuant to the California Environmental Quality Act.

BCR Consulting is contacting Native Americans on behalf of ELAC to help determine whether any historical resources may be affected by the project. If you know of any cultural resources in the vicinity that may be of religious and/or cultural significance to your community or if you would like more information, please contact me at 909/525-7078 or david.brunzell@yahoo.com. Correspondence can also be sent to BCR Consulting, Attn: David Brunzell, 440 West 7th Street, Claremont, California 91711. I request a response by November 27, 2009, so that your input can be included. If you require more time, please let me know. If I do not receive a response from you, I will contact you by telephone to discuss any comments or concerns you may have. Thank you for your involvement in this process.

Sincerely,

BCR Consulting

David Brunzell, M.A./RPA
Principal Investigator/Archaeologist

Attachment: USGS Map

November 11, 2009

Mr. John Tommy Rosas, Tribal Administrator
Tongva Ancestral Territorial Tribal Nation

Subject: Native American Consultation for the Proposed East Los Angeles College Project in the City of Monterey Park, Los Angeles County, California

Dear John:

BCR Consulting is preparing a cultural resources assessment for the East Los Angeles College (ELAC) Project, located in the City of Monterey Park, Los Angeles County, California. The project boundaries encompass Buildings E3, E5, E6 Bungalows, G5, G6, H5, H6, and H7 (slated for demolition); and Buildings G8 and H8 (proposed for modernization) at East Los Angeles College (ELAC) in the City of Monterey Park, Los Angeles County, California. The project is situated within Section 33, Township 1 South, Range 12 West, San Bernardino Base and Meridian (see attached United States Geological Survey [USGS] map). The cultural resources assessment is being completed pursuant to the California Environmental Quality Act.

BCR Consulting is contacting Native Americans on behalf of ELAC to help determine whether any historical resources may be affected by the project. If you know of any cultural resources in the vicinity that may be of religious and/or cultural significance to your community or if you would like more information, please contact me at 909/525-7078 or david.brunzell@yahoo.com. Correspondence can also be sent to BCR Consulting, Attn: David Brunzell, 440 West 7th Street, Claremont, California 91711. I request a response by November 27, 2009, so that your input can be included. If you require more time, please let me know. If I do not receive a response from you, I will contact you by telephone to discuss any comments or concerns you may have. Thank you for your involvement in this process.

Sincerely,

BCR Consulting

David Brunzell, M.A./RPA
Principal Investigator/Archaeologist

Attachment: USGS Map

November 11, 2009

Anthony Morales, Chairperson
Gabrieleno/Tongva San Gabriel Band of Mission Indians
Post Office Box 693
San Gabriel, California 91778

Subject: Native American Consultation for the Proposed East Los Angeles College Project in the City of Monterey Park, Los Angeles County, California

Dear Anthony:

BCR Consulting is preparing a cultural resources assessment for the East Los Angeles College (ELAC) Project, located in the City of Monterey Park, Los Angeles County, California. The project boundaries encompass Buildings E3, E5, E6 Bungalows, G5, G6, H5, H6, and H7 (slated for demolition); and Buildings G8 and H8 (proposed for modernization) at East Los Angeles College (ELAC) in the City of Monterey Park, Los Angeles County, California. The project is situated within Section 33, Township 1 South, Range 12 West, San Bernardino Base and Meridian (see attached United States Geological Survey [USGS] map). The cultural resources assessment is being completed pursuant to the California Environmental Quality Act.

BCR Consulting is contacting Native Americans on behalf of ELAC to help determine whether any historical resources may be affected by the project. If you know of any cultural resources in the vicinity that may be of religious and/or cultural significance to your community or if you would like more information, please contact me at 909/525-7078 or david.brunzell@yahoo.com. Correspondence can also be sent to BCR Consulting, Attn: David Brunzell, 440 West 7th Street, Claremont, California 91711. I request a response by November 27, 2009, so that your input can be included. If you require more time, please let me know. If I do not receive a response from you, I will contact you by telephone to discuss any comments or concerns you may have. Thank you for your involvement in this process.

Sincerely,

BCR Consulting

David Brunzell, M.A./RPA
Principal Investigator/Archaeologist

Attachment: USGS Map

November 11, 2009

Sam Dunlap, Tribal Secretary
Gabrielino Tongva Nation
Post Office Box 86908
Los Angeles, California 90086

Subject: Native American Consultation for the Proposed East Los Angeles College Project in the City of Monterey Park, Los Angeles County, California

Dear Sam:

BCR Consulting is preparing a cultural resources assessment for the East Los Angeles College (ELAC) Project, located in the City of Monterey Park, Los Angeles County, California. The project boundaries encompass Buildings E3, E5, E6 Bungalows, G5, G6, H5, H6, and H7 (slated for demolition); and Buildings G8 and H8 (proposed for modernization) at East Los Angeles College (ELAC) in the City of Monterey Park, Los Angeles County, California. The project is situated within Section 33, Township 1 South, Range 12 West, San Bernardino Base and Meridian (see attached United States Geological Survey [USGS] map). The cultural resources assessment is being completed pursuant to the California Environmental Quality Act.

BCR Consulting is contacting Native Americans on behalf of ELAC to help determine whether any historical resources may be affected by the project. If you know of any cultural resources in the vicinity that may be of religious and/or cultural significance to your community or if you would like more information, please contact me at 909/525-7078 or david.brunzell@yahoo.com. Correspondence can also be sent to BCR Consulting, Attn: David Brunzell, 440 West 7th Street, Claremont, California 91711. I request a response by November 27, 2009, so that your input can be included. If you require more time, please let me know. If I do not receive a response from you, I will contact you by telephone to discuss any comments or concerns you may have. Thank you for your involvement in this process.

Sincerely,

BCR Consulting

David Brunzell, M.A./RPA
Principal Investigator/Archaeologist

Attachment: USGS Map

November 11, 2009

Robert F. Doramae, Tribal Chair
Gabrielino Tongva Indians of California Tribal Council
Post Office Box 490
Bellflower, California 90707

Subject: Native American Consultation for the Proposed East Los Angeles College Project in the City of Monterey Park, Los Angeles County, California

Dear Robert:

BCR Consulting is preparing a cultural resources assessment for the East Los Angeles College (ELAC) Project, located in the City of Monterey Park, Los Angeles County, California. The project boundaries encompass Buildings E3, E5, E6 Bungalows, G5, G6, H5, H6, and H7 (slated for demolition); and Buildings G8 and H8 (proposed for modernization) at East Los Angeles College (ELAC) in the City of Monterey Park, Los Angeles County, California. The project is situated within Section 33, Township 1 South, Range 12 West, San Bernardino Base and Meridian (see attached United States Geological Survey [USGS] map). The cultural resources assessment is being completed pursuant to the California Environmental Quality Act.

BCR Consulting is contacting Native Americans on behalf of ELAC to help determine whether any historical resources may be affected by the project. If you know of any cultural resources in the vicinity that may be of religious and/or cultural significance to your community or if you would like more information, please contact me at 909/525-7078 or david.brunzell@yahoo.com. Correspondence can also be sent to BCR Consulting, Attn: David Brunzell, 440 West 7th Street, Claremont, California 91711. I request a response by November 27, 2009, so that your input can be included. If you require more time, please let me know. If I do not receive a response from you, I will contact you by telephone to discuss any comments or concerns you may have. Thank you for your involvement in this process.

Sincerely,

BCR Consulting

David Brunzell, M.A./RPA
Principal Investigator/Archaeologist

Attachment: USGS Map

November 11, 2009

Bernie Acuna
501 Santa Monica Boulevard, #500
Santa Monica, California 90401

Subject: Native American Consultation for the Proposed East Los Angeles College Project in the City of Monterey Park, Los Angeles County, California

Dear Bernie:

BCR Consulting is preparing a cultural resources assessment for the East Los Angeles College (ELAC) Project, located in the City of Monterey Park, Los Angeles County, California. The project boundaries encompass Buildings E3, E5, E6 Bungalows, G5, G6, H5, H6, and H7 (slated for demolition); and Buildings G8 and H8 (proposed for modernization) at East Los Angeles College (ELAC) in the City of Monterey Park, Los Angeles County, California. The project is situated within Section 33, Township 1 South, Range 12 West, San Bernardino Base and Meridian (see attached United States Geological Survey [USGS] map). The cultural resources assessment is being completed pursuant to the California Environmental Quality Act.

BCR Consulting is contacting Native Americans on behalf of ELAC to help determine whether any historical resources may be affected by the project. If you know of any cultural resources in the vicinity that may be of religious and/or cultural significance to your community or if you would like more information, please contact me at 909/525-7078 or david.brunzell@yahoo.com. Correspondence can also be sent to BCR Consulting, Attn: David Brunzell, 440 West 7th Street, Claremont, California 91711. I request a response by November 27, 2009, so that your input can be included. If you require more time, please let me know. If I do not receive a response from you, I will contact you by telephone to discuss any comments or concerns you may have. Thank you for your involvement in this process.

Sincerely,

BCR Consulting

David Brunzell, M.A./RPA
Principal Investigator/Archaeologist

Attachment: USGS Map

November 11, 2009

Andy Salas, Chairperson
Gabrieleno Band of Mission Indians
Post Office Box 393
Covina, California 91723

Subject: Native American Consultation for the Proposed East Los Angeles College Project in the City of Monterey Park, Los Angeles County, California

Dear Andy:

BCR Consulting is preparing a cultural resources assessment for the East Los Angeles College (ELAC) Project, located in the City of Monterey Park, Los Angeles County, California. The project boundaries encompass Buildings E3, E5, E6 Bungalows, G5, G6, H5, H6, and H7 (slated for demolition); and Buildings G8 and H8 (proposed for modernization) at East Los Angeles College (ELAC) in the City of Monterey Park, Los Angeles County, California. The project is situated within Section 33, Township 1 South, Range 12 West, San Bernardino Base and Meridian (see attached United States Geological Survey [USGS] map). The cultural resources assessment is being completed pursuant to the California Environmental Quality Act.

BCR Consulting is contacting Native Americans on behalf of ELAC to help determine whether any historical resources may be affected by the project. If you know of any cultural resources in the vicinity that may be of religious and/or cultural significance to your community or if you would like more information, please contact me at 909/525-7078 or david.brunzell@yahoo.com. Correspondence can also be sent to BCR Consulting, Attn: David Brunzell, 440 West 7th Street, Claremont, California 91711. I request a response by November 27, 2009, so that your input can be included. If you require more time, please let me know. If I do not receive a response from you, I will contact you by telephone to discuss any comments or concerns you may have. Thank you for your involvement in this process.

Sincerely,

BCR Consulting

David Brunzell, M.A./RPA
Principal Investigator/Archaeologist

Attachment: USGS Map

November 11, 2009

Linda Candelaria, Chairwoman
Gabrielino-Tongva Tribe
501 Santa Monica Boulevard, #500
Santa Monica, California 90401

Subject: Native American Consultation for the Proposed East Los Angeles College Project in the City of Monterey Park, Los Angeles County, California

Dear Linda:

BCR Consulting is preparing a cultural resources assessment for the East Los Angeles College (ELAC) Project, located in the City of Monterey Park, Los Angeles County, California. The project boundaries encompass Buildings E3, E5, E6 Bungalows, G5, G6, H5, H6, and H7 (slated for demolition); and Buildings G8 and H8 (proposed for modernization) at East Los Angeles College (ELAC) in the City of Monterey Park, Los Angeles County, California. The project is situated within Section 33, Township 1 South, Range 12 West, San Bernardino Base and Meridian (see attached United States Geological Survey [USGS] map). The cultural resources assessment is being completed pursuant to the California Environmental Quality Act.

BCR Consulting is contacting Native Americans on behalf of ELAC to help determine whether any historical resources may be affected by the project. If you know of any cultural resources in the vicinity that may be of religious and/or cultural significance to your community or if you would like more information, please contact me at 909/525-7078 or david.brunzell@yahoo.com. Correspondence can also be sent to BCR Consulting, Attn: David Brunzell, 440 West 7th Street, Claremont, California 91711. I request a response by November 27, 2009, so that your input can be included. If you require more time, please let me know. If I do not receive a response from you, I will contact you by telephone to discuss any comments or concerns you may have. Thank you for your involvement in this process.

Sincerely,

BCR Consulting

David Brunzell, M.A./RPA
Principal Investigator/Archaeologist

Attachment: USGS Map

Native American Consultation Summary

East Los Angeles College Project, Monterey Park, Los Angeles County, California

Native American Heritage Commission replied to BCR Consulting Request on November 10, 2009

Results of Sacred Land File Search: failed to indicate presence of Native American cultural resources but recommended that the below individuals be groups/individuals be contacted.

Groups Contacted	Date Letter/Email Sent	Response from Tribes as of 12/14/09	Date and Results of Follow-up Emails/Phone Calls
Ron Andrade, Director LA City/County Native American Indian Commission	Letter: 11/12/2009 Email: N/A	No response	Left voice mail 12/14/09
Cindi Alvitre, Ti'At Society	Letter: 11/12/2009 Email: 11/11/2009	Letter Returned: "UNCLAIMED UNABLE TO FORWARD"	Left voice mail 12/14/09
John Tommy Rosas, Tribal Administration Tongva Ancestral Territorial Tribal Nation	Letter: N/A Email: 11/11/2009	Emailed response: 11/11/09: "Thanks"	12/14/09: Mr. Rosas would like to see construction/excavation plans before commenting.
Anthony Morales, Chairperson Gabrieleno/Tongva San Gabriel Band of Mission Indians	Letter: 11/12/2009 Email: N/A	No response	Left voice mail 12/14/09
Sam Dunlap, Tribal Secretary Gabrielino Tongva Nation	Letter: 11/12/2009 Email: 11/11/2009	No response	12/14/09: Mr. Dunlap had not comment for prehistoric; recommended monitoring for historic archaeology.
Robert F. Doramae, Tribal Chair/Cultural Resources Gabrielino Tongva Indians of California Tribal Council	Letter: 11/12/2009 Email: 11/11/2009	No response	Left voice mail 12/14/09
Bernie Acuna Gabrielino-Tongva Tribe	Letter: 11/12/2009 Email: N/A	No response	Left message with secretary 12/14/09
Andy Salas, Chairperson Gabrieleno Band of Mission Indians	Letter: 11/12/2009 Email: 11/11/2009	Recommended monitoring (see attached email)	Left voice mail 12/14/09
Linda Candelaria, Chairwoman Gabrielino-Tongva Tribe	Letter: 11/12/2009 Email: 11/11/2009	No response	Left message with secretary 12/14/09

East Los Angeles College Project

From: Gabrieleno Band of Mission Indians <gabrielenoindians@yahoo.com> View Contact
To: david.brunzell@yahoo.com

Mon, November 16, 2009 7:26:45 PM

November 16, 2009

David Brunzell, M.A./RPA
BCR Consulting
440 West 7th Street
Claremont, CA 91711

Re: Proposed East Los Angeles College Project
City of Monterey Park, Los Angeles County, California

Dear Mr. Brunzell;

This letter is in response to your letter dated November 11, 2009 regarding the request for historical information for the above referenced project. The City of Monterey Park is in the area of our historic village site known as Isantcangena. The entire project area is within the traditional tribal territory of the Gabrieleño Band of Mission Indians. We're unable to state whether or not the presence of prehistoric resources are near or adjacent to the project area however; it is my responsibility to protect any resources and to inform you of our concern for the identification, protection and proper disposition of our cultural resources. The best way for us to protect our resources is to recommend that the contractor hire our Native American monitor (s) during any excavation or ground disturbances..

I appreciate your assistance regarding this matter, I can be reached at 626-926-4131 or by email at Gabrielenoindians@yahoo.com should you have any questions or comments; please do not hesitate in contacting our office.

I look forward to assisting all parties with the preservation of our cultural resources.
Sincerely,
Andrew Salas
Chairman

Appendix D

Noise Data

CNEL Noise Estimates - Based on AM Peak Hour

Existing 2009

ROAD SEGMENT			TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			50 ft ROW CNEL (dBA)	75 ft ROW CNEL (dBA)	100 ft ROW CNEL (dBA)
							Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT			
	from:	to:		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT												
Floral Dr	Bleakwood Ave	Collegian Ave	836	11	25	17	91	761	6	50.2	3	25.1	45	72	45	72	45	72	66.3	62.7	64.2	68.2	66.8	65.7
Brightwood St	Atlantic Ave	Eastbound	381	9	25	15	91	347	6	22.9	3	11.4	25	40	25	40	25	40	55.5	55.3	60.0	61.1	59.7	58.7
Floral Dr	Mednick Ave	Bleakwood Ave	1004	8	28	15	91	914	6	60.2	3	30.1	35	56	35	56	35	56	63.9	61.8	64.0	67.0	65.6	64.5
Floral Dr	N Ford Blvd	Mednick Ave	1292	12	62	27	91	1176	6	77.5	3	38.8	35	56	35	56	35	56	65.0	62.9	65.1	67.3	66.1	65.2
Mednick Ave	Floral Dr	Southbound	1084	11	55	25	91	986	6	65	3	32.5	35	56	35	56	35	56	64.2	62.2	64.4	66.7	65.5	64.5
Bleakwood Ave	Floral Dr	Cesar Chavez Ave	497	8	25	14	91	452	6	29.8	3	14.9	35	56	35	56	35	56	60.9	58.8	61.0	64.0	62.6	61.5
Cesar Chavez Ave	Bleakwood Ave	Collegian Ave	1373	9	45	20	91	1249	6	82.4	3	41.2	25	40	25	40	25	40	61.1	60.9	65.5	66.4	65.0	64.0
Collegian Ave	Cesar Chavez Ave	Floral Dr	390	9	28	16	91	355	6	23.4	3	11.7	45	72	45	72	45	72	63.0	59.4	60.9	64.9	63.5	62.5

Future Without Project 2015

ROAD SEGMENT			TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			50 ft ROW CNEL (dBA)	75 ft ROW CNEL (dBA)	100 ft ROW CNEL (dBA)
							Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT			
	from:	to:		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT												
Floral Dr	Bleakwood Ave	Collegian Ave	867	11	25	17	91	789	6	52	3	26	45	72	45	72	45	72	66.4	62.9	64.4	68.3	66.9	65.9
Brightwood St	Atlantic Ave	Eastbound	398	9	25	15	91	362	6	23.9	3	11.9	25	40	25	40	25	40	55.7	55.5	60.2	61.3	59.9	58.8
Floral Dr	Mednick Ave	Bleakwood Ave	1044	8	28	15	91	950	6	62.6	3	31.3	35	56	35	56	35	56	64.1	62.0	64.2	67.2	65.8	64.7
Floral Dr	N Ford Blvd	Mednick Ave	1350	12	62	27	91	1228	6	81	3	40.5	35	56	35	56	35	56	65.2	63.1	65.3	67.5	66.3	65.4
Mednick Ave	Floral Dr	Southbound	1127	11	55	25	91	1026	6	67.6	3	33.8	35	56	35	56	35	56	64.4	62.3	64.5	66.9	65.6	64.7
Bleakwood Ave	Floral Dr	Cesar Chavez Ave	515	8	25	14	91	468	6	30.9	3	15.4	35	56	35	56	35	56	61.0	58.9	61.1	64.1	62.7	61.6
Cesar Chavez Ave	Bleakwood Ave	Collegian Ave	1424	9	45	20	91	1295	6	85.4	3	42.7	25	40	25	40	25	40	61.2	61.1	65.7	66.5	65.2	64.2
Collegian Ave	Cesar Chavez Ave	Floral Dr	405	9	28	16	91	369	6	24.3	3	12.2	45	72	45	72	45	72	63.1	59.6	61.1	65.1	63.7	62.6

Future With Project 2015

ROAD SEGMENT			TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			50 ft ROW CNEL (dBA)	75 ft ROW CNEL (dBA)	100 ft ROW CNEL (dBA)
							Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT			
	from:	to:		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT												
Floral Dr	Bleakwood Ave	Collegian Ave	916	11	25	17	91	833	6	54.9	3	27.5	45	72	45	72	45	72	66.7	63.1	64.6	68.6	67.2	66.1
Brightwood St	Atlantic Ave	Eastbound	398	9	25	15	91	362	6	23.9	3	11.9	25	40	25	40	25	40	55.7	55.5	60.2	61.3	59.9	58.8
Floral Dr	Mednick Ave	Bleakwood Ave	1150	8	28	15	91	1046	6	69	3	34.5	35	56	35	56	35	56	64.5	62.4	64.6	67.6	66.2	65.1
Floral Dr	N Ford Blvd	Mednick Ave	1455	12	62	27	91	1324	6	87.3	3	43.6	35	56	35	56	35	56	65.5	63.4	65.6	67.9	66.6	65.7
Mednick Ave	Floral Dr	Southbound	1127	11	55	25	91	1026	6	67.6	3	33.8	35	56	35	56	35	56	64.4	62.3	64.5	66.9	65.6	64.7
Bleakwood Ave	Floral Dr	Cesar Chavez Ave	636	8	25	14	91	579	6	38.2	3	19.1	35	56	35	56	35	56	61.9	59.8	62.1	65.1	63.6	62.6
Cesar Chavez Ave	Bleakwood Ave	Collegian Ave	1557	9	45	20	91	1417	6	93.4	3	46.7	25	40	25	40	25	40	61.6	61.5	66.1	66.9	65.6	64.6
Collegian Ave	Cesar Chavez Ave	Floral Dr	444	9	28	16	91	404	6	26.6	3	13.3	45	72	45	72	45	72	63.5	60.0	61.5	65.5	64.1	63.0

CNEL Noise Estimates - Based on PM Peak Hour

Existing 2009

ROAD SEGMENT			TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			50 ft ROW CNEL (dBA)	75 ft ROW CNEL (dBA)	100 ft ROW CNEL (dBA)
							Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT			
	from:	to:		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT												
Floral Dr	Bleakwood Ave	Collegian Ave	1088	11	25	17	91	990	6	65.3	3	32.6	45	72	45	72	45	72	67.4	63.9	65.4	69.3	67.9	66.9
Brightwood St	Atlantic Ave	Eastbound	416	9	25	15	91	379	6	25	3	12.5	25	40	25	40	25	40	55.9	55.7	60.4	61.5	60.1	59.0
Floral Dr	Mednick Ave	Bleakwood Ave	1186	8	28	15	91	1079	6	71.2	3	35.6	35	56	35	56	35	56	64.6	62.6	64.8	67.7	66.3	65.2
Floral Dr	N Ford Blvd	Mednick Ave	1175	12	62	27	91	1069	6	70.5	3	35.3	35	56	35	56	35	56	64.6	62.5	64.7	66.9	65.7	64.8
Mednick Ave	Floral Dr	Southbound	1171	11	55	25	91	1066	6	70.3	3	35.1	35	56	35	56	35	56	64.6	62.5	64.7	67.1	65.8	64.8
Bleakwood Ave	Floral Dr	Cesar Chavez Ave	310	8	25	14	91	282	6	18.6	3	9.29	35	56	35	56	35	56	58.8	56.7	58.9	61.9	60.5	59.4
Cesar Chavez Ave	Bleakwood Ave	Collegian Ave	1446	9	45	20	91	1316	6	86.8	3	43.4	25	40	25	40	25	40	61.3	61.1	65.8	66.6	65.3	64.3
Collegian Ave	Cesar Chavez Ave	Floral Dr	463	9	28	16	91	421	6	27.8	3	13.9	45	72	45	72	45	72	63.7	60.2	61.7	65.7	64.3	63.2

Future Without Project 2015

ROAD SEGMENT			TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			50 ft ROW CNEL (dBA)	75 ft ROW CNEL (dBA)	100 ft ROW CNEL (dBA)
							Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT			
	from:	to:		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT												
Floral Dr	Bleakwood Ave	Collegian Ave	1132	11	25	17	91	1030	6	67.9	3	34	45	72	45	72	45	72	67.6	64.1	65.6	69.5	68.1	67.1
Brightwood St	Atlantic Ave	Eastbound	438	9	25	15	91	399	6	26.3	3	13.1	25	40	25	40	25	40	56.1	55.9	60.6	61.7	60.3	59.3
Floral Dr	Mednick Ave	Bleakwood Ave	1231	8	28	15	91	1120	6	73.8	3	36.9	35	56	35	56	35	56	64.8	62.7	64.9	67.9	66.5	65.4
Floral Dr	N Ford Blvd	Mednick Ave	1529	12	62	27	91	1391	6	91.7	3	45.9	35	56	35	56	35	56	65.7	63.7	65.9	68.1	66.9	65.9
Mednick Ave	Floral Dr	Southbound	1226	11	55	25	91	1116	6	73.6	3	36.8	35	56	35	56	35	56	64.8	62.7	64.9	67.3	66.0	65.0
Bleakwood Ave	Floral Dr	Cesar Chavez Ave	321	8	25	14	91	292	6	19.3	3	9.63	35	56	35	56	35	56	59.0	56.9	59.1	62.1	60.7	59.6
Cesar Chavez Ave	Bleakwood Ave	Collegian Ave	1500	9	45	20	91	1365	6	90	3	45	25	40	25	40	25	40	61.5	61.3	65.9	66.8	65.4	64.4
Collegian Ave	Cesar Chavez Ave	Floral Dr	480	9	28	16	91	436	6	28.8	3	14.4	45	72	45	72	45	72	63.9	60.3	61.8	65.8	64.4	63.4

Future With Project 2015

ROAD SEGMENT			TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			50 ft ROW CNEL (dBA)	75 ft ROW CNEL (dBA)	100 ft ROW CNEL (dBA)
							Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT			
	from:	to:		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT												
Floral Dr	Bleakwood Ave	Collegian Ave	1183	11	25	17	91	1076	6	71	3	35.5	45	72	45	72	45	72	67.8	64.2	65.7	69.7	68.3	67.2
Brightwood St	Atlantic Ave	Eastbound	438	9	25	15	91	399	6	26.3	3	13.1	25	40	25	40	25	40	56.1	55.9	60.6	61.7	60.3	59.3
Floral Dr	Mednick Ave	Bleakwood Ave	1350	8	28	15	91	1229	6	81	3	40.5	35	56	35	56	35	56	65.2	63.1	65.3	68.3	66.9	65.8
Floral Dr	N Ford Blvd	Mednick Ave	1656	12	62	27	91	1507	6	99.4	3	49.7	35	56	35	56	35	56	66.1	64.0	66.2	68.4	67.2	66.2
Mednick Ave	Floral Dr	Southbound	1226	11	55	25	91	1116	6	73.6	3	36.8	35	56	35	56	35	56	64.8	62.7	64.9	67.3	66.0	65.0
Bleakwood Ave	Floral Dr	Cesar Chavez Ave	402	8	25	14	91	365	6	24.1	3	12	35	56	35	56	35	56	59.9	57.9	60.1	63.1	61.6	60.6
Cesar Chavez Ave	Bleakwood Ave	Collegian Ave	1610	9	45	20	91	1465	6	96.6	3	48.3	25	40	25	40	25	40	61.8	61.6	66.2	67.1	65.7	64.7
Collegian Ave	Cesar Chavez Ave	Floral Dr	521	9	28	16	91	474	6	31.3	3	15.6	45	72	45	72	45	72	64.2	60.7	62.2	66.2	64.8	63.7

Proposed Project/Action Alternative

AM PEAK HOUR

ROAD SEGMENT			Existing	No Project	With Project	Project Impact	Cumulative Impact
	from:	to:	(dBa)	(dBa)	(dBa)		
Floral Dr	Bleakwood Ave	Collegian Ave	68.2	68.3	68.6	0.3	0.4
Brightwood St	Atlantic Ave	Eastbound	61.1	61.3	61.3	0.0	0.2
Floral Dr	Mednick Ave	Bleakwood Ave	67.0	67.2	67.6	0.4	0.6
Floral Dr	N Ford Blvd	Mednick Ave	67.3	67.5	67.9	0.4	0.6
Mednick Ave	Floral Dr	Southbound	66.7	66.9	66.9	0.0	0.2
Bleakwood Ave	Floral Dr	Cesar Chavez Ave	64.0	64.1	65.1	1.0	1.1
Cesar Chavez Ave	Bleakwood Ave	Collegian Ave	66.4	66.5	66.9	0.4	0.5
Collegian Ave	Cesar Chavez Ave	Floral Dr	64.9	65.1	65.5	0.4	0.6

PM PEAK HOUR

ROAD SEGMENT			Existing	No Project	With Project	Project Impact	Cumulative Impact
	from:	to:	(dBa)	(dBa)	(dBa)		
Floral Dr	Bleakwood Ave	Collegian Ave	69.3	69.5	69.7	0.2	0.4
Brightwood St	Atlantic Ave	Eastbound	61.5	61.7	61.7	0.0	0.2
Floral Dr	Mednick Ave	Bleakwood Ave	67.7	67.9	68.3	0.4	0.6
Floral Dr	N Ford Blvd	Mednick Ave	66.9	68.1	68.4	0.3	1.5
Mednick Ave	Floral Dr	Southbound	67.1	67.3	67.3	0.0	0.2
Bleakwood Ave	Floral Dr	Cesar Chavez Ave	61.9	62.1	63.1	1.0	1.2
Cesar Chavez Ave	Bleakwood Ave	Collegian Ave	66.6	66.8	67.1	0.3	0.5
Collegian Ave	Cesar Chavez Ave	Floral Dr	65.7	65.8	66.2	0.4	0.5

Appendix E

Traffic Study

Traffic Impact and Parking Analysis

of the

EAST LOS ANGELES COMMUNITY COLLEGE

Master Plan Update

Prepared for:
Terry Hayes and Associates

Prepared by
Cordoba Corporation
2677 North Main Street, Suite 240
Santa Ana, CA 92705

January 2010

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

I. Introduction

This report presents the Traffic Impact and Parking Analysis and results for the Master Plan Update to the East Los Angeles Community College (Project). The original Traffic and Parking Study was completed by Kaku Associates in September 2000 and updated by Kaku Associates on October 15, 2003.

Project Location

East Los Angeles Community College (ELACC) is located in the City of Monterey Park. The campus is bounded by Cesar Chavez Avenue on the south, Collegian Avenue on the east, Bleakwood Avenue to the west and Floral Drive to the north. See Figure 1.

The ELACC campus may be divided into two parts. The eastern portion hosts most of the academic facilities, while the western portion of the campus is occupied by a football stadium, a baseball field, and surface parking lots.

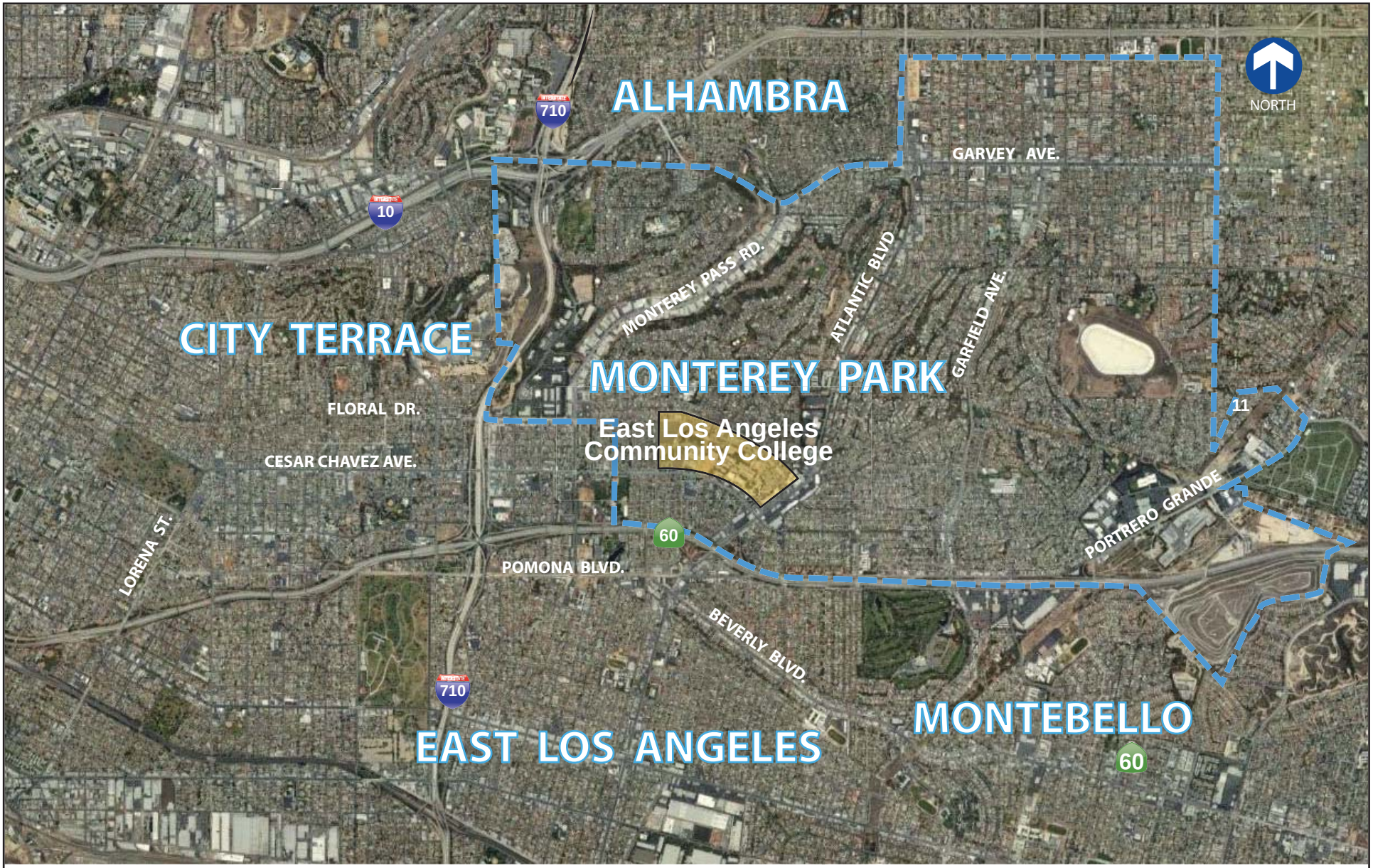
Project Background

The Campus Master Plan provides guidance for implementation of future physical improvement to the campus, including campus-wide improvement, rehabilitation and restoration efforts. The master plan addresses anticipated future growth in student enrollment and the improvements necessary to accommodate and sustain growth including new buildings, additional parking, circulation enhancements, landscaping and signage.

The original Facilities Master Plan, approved in 2002, included the addition of 433,149 square feet of space to the ELACC campus and the addition of 3,512 net new parking spaces within four new parking structures. The total number of parking spaces (including existing) under the original Master Plan was 5,336. The projected student enrollment was 25,000 by 2015.

An addendum to the Master Plan was approved in 2004 which changed the location of proposed buildings, added and removed facilities not proposed in the original Master Plan, and revised the proposed parking structure. Changes to the total net square footage were minimal. Under the 2004 Master Plan update, the total number of parking spaces was revised to 4,744.

A second addendum to the Master Plan was prepared in January 2008. The changes in the project components are detailed in Section 3.0, Project Description of the *Supplemental Draft EIR*, which includes projected student enrollment of approximately 27,000 by 2015.



CORDOBA CORPORATION	EAST LOS ANGELES COMMUNITY COLLEGE TRAFFIC IMPACT & PARKING ANALYSIS	FIGURE 1
	Project Vicinity Map	

Study Scope

The scope of analysis for this study was developed based on the previous traffic and parking study for East Los Angeles College, prepared by Kaku Associates in September 2000. The current report updates the information and analysis provided in that earlier report.

The study analyzed the potential impact of project-generated traffic on the surrounding streets system. The impact analysis used 2015 as the future condition year since the proposed Campus Master Plan renovation is expected to be completed in 2015.

The following traffic scenarios were analyzed in the study.

Traffic Impact Study

Scenario 1: Existing Conditions

A field reconnaissance of the study area, verifying number of lanes, and other features effecting traffic operations, traffic control and geometrics at study intersections was completed. Current traffic volume turning movement counts were collected at the following 12 intersections surrounding the campus. See Figure 2.

- Humphrey Avenue/I-710 Southbound Off-ramp and Floral Drive
- Ford Boulevard/I-710 Northbound On-ramp and Floral Rive
- Monterey Pass Road and Floral Drive
- Bleakwood Avenue and Floral Drive
- Bleakwood Avenue and Cesar Chavez Avenue
- Atlantic Boulevard and US-60 Eastbound Off-ramp
- Atlantic Boulevard and US-60 Westbound Off-ramp/1st Street
- Atlantic Boulevard and Cesar Chavez Avenue
- Atlantic Boulevard and Floral Drive
- Atlantic Boulevard and Brightwood Street
- Collegian Avenue and Cesar Chavez Avenue
- Collegian Avenue and Floral Drive

Level of service analysis was conducted for existing AM and PM peak hour conditions at the study area intersections based on existing information and the traffic count data.

Scenario 2: Year 2015 Cumulative Baseline Conditions

Future traffic conditions were projected for the year 2015 without the completion of the proposed project. Cumulative Baseline conditions reveal changes resulting from regional traffic volume growth and traffic attributable to related projects in the vicinity of the project site. 2015 AM and PM peak hour traffic conditions at study intersections were analyzed using projected 2015 traffic volumes.

Scenario 3: Year 2015 Cumulative Plus Project (Project Impacts)

Additional trip generation as a result of the proposed revised Master Plan was estimated. The new trips were distributed to the surrounding roadway system based on existing traffic patterns, and added to the estimated future baseline traffic on the surrounding street system to obtain an estimate of Future with Project conditions. Level of service analysis was performed for AM and PM peak hour conditions at study intersections with the addition of project-related traffic. The potential impacts of project traffic on the surrounding roadway system and on the study intersections were identified and documented.

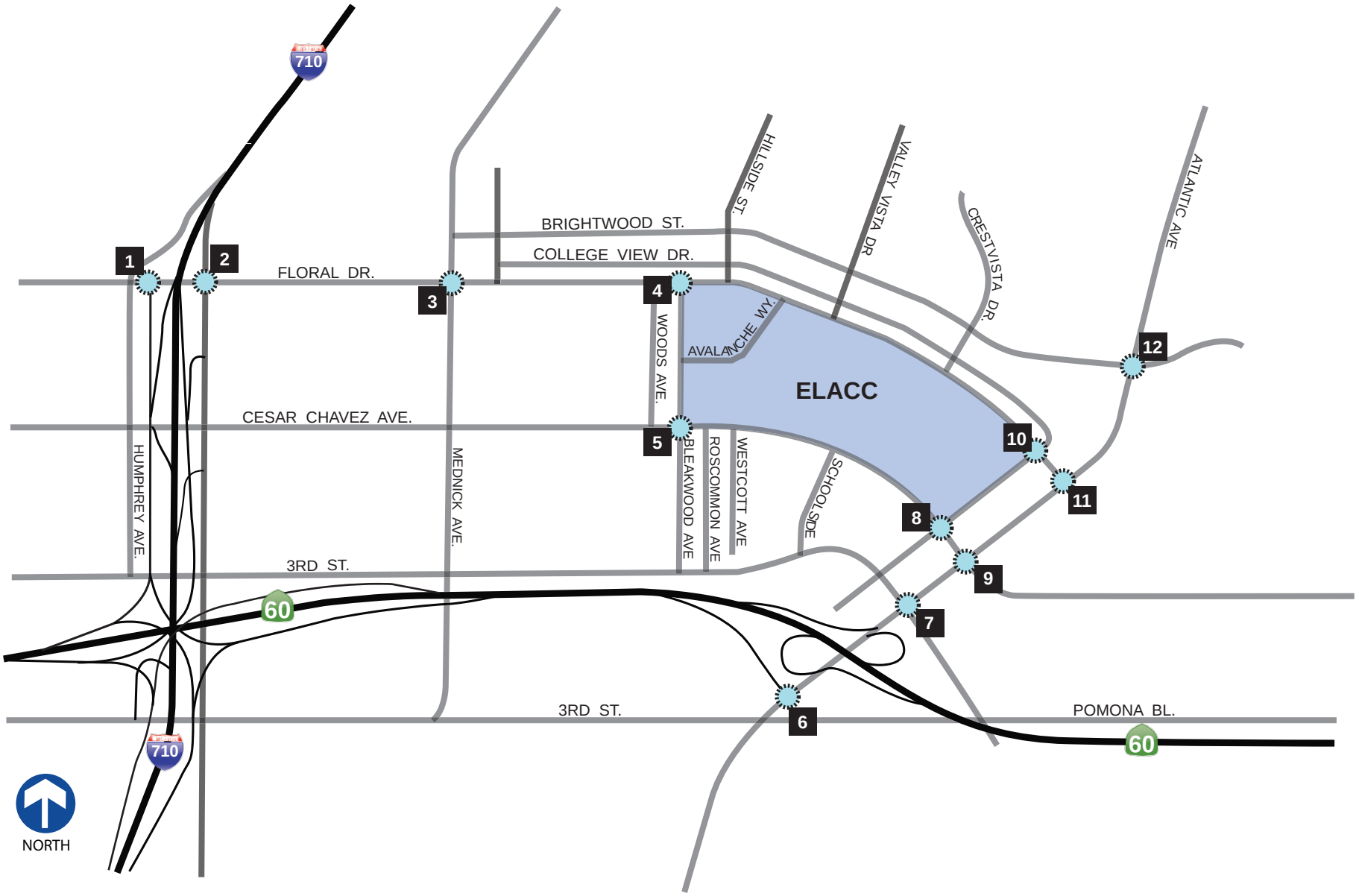
Mitigation

Based on the results of the analyses, appropriate mitigation for identified project impacts was developed. ELACC was involved in defining appropriate mitigation measures that were consistent with the overall Master Plan. Planning level estimates of the cost to implement the mitigation were also provided.

Parking Analysis

An inventory of existing campus parking was conducted. The number of spaces, including regular, handicap, carpool and motorcycle spaces, in each on-campus parking lot was identified.

Parking utilization counts were conducted at each of the on-campus parking lots. Utilization of student and faculty/employee parking was identified. Based on the inventory and utilization of existing spaces, existing parking demand during morning, afternoon and nighttime periods were evaluated. Using existing campus peak counts, existing parking demand rates for AM, afternoon and PM conditions were calculated. Estimated parking rates were applied to future enrollment projections to estimate future parking demand.



CORDOBA CORPORATION

EAST LOS ANGELES COMMUNITY COLLEGE TRAFFIC IMPACT & PARKING ANALYSIS

Location of Analyzed Intersections

FIGURE 2

II. Existing Conditions

A comprehensive data collection effort to identify the existing conditions within the study area, including a general description of land uses in the study area; the determination of traffic volume on the street system; the resultant operating conditions at study area intersections; and a review of public transit services was undertaken.

Existing Street System

Freeways SR 60 (Pomona) and I-710 (Long Beach) running in east-west and north-south directions, respectively, provide regional access to the ELACC campus. The closest access from Pomona Freeway to the campus is via ramps at Atlantic Boulevard, while the nearest access to the Long Beach Freeway is via both Floral Drive and Cesar Chavez Avenue.

In addition to the freeways, major surface streets serving the campus are Atlantic Boulevard, Eastern Avenue, and Garfield Avenue in the north-south direction and Cesar Chavez Avenue in the east-west direction.

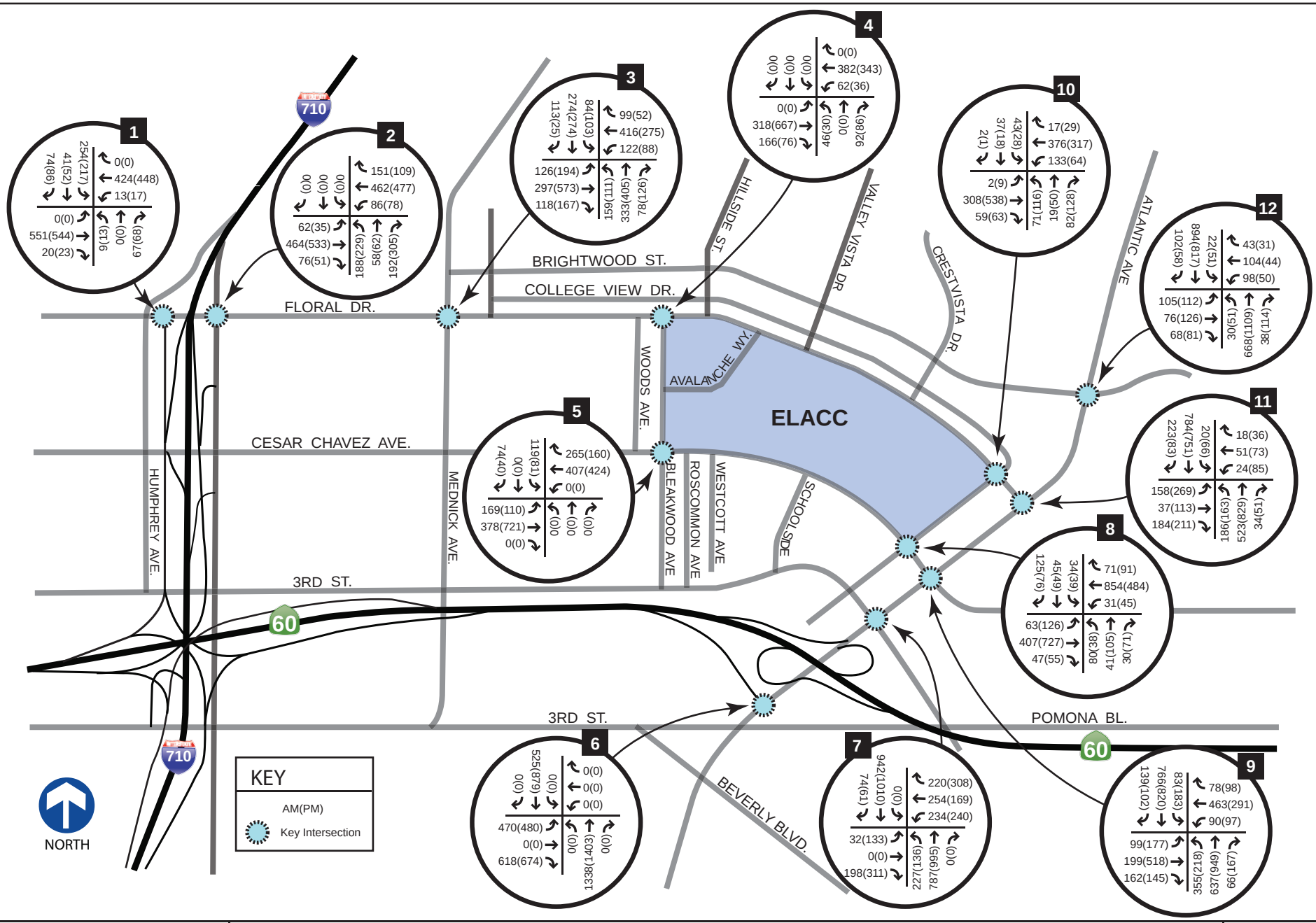
Existing Traffic Volumes and Level of Service

Existing traffic counts were conducted at the 12 study intersections in September 2009 while college classes were in full session. The traffic counts were conducted during both the morning (7 am – 9 am) and evening (4 pm - 6 pm) peak periods. Figure 3 shows the existing AM and PM peak hour traffic volumes at each of the intersections.

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent condition at LOS A to overload conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas, although as discussed later in this report, the City of Monterey Park has established this threshold at LOS C.

The "Intersection Capacity Utilization" (ICU) method of analysis was used to determine the sum of the volume-to-capacity (V/C) ratios of the critical movements at the 11 signalized study area intersections, and their corresponding levels of service. Levels of service definitions for signalized intersections are summarized in Table 1.



CORDOBA CORPORATION

EAST LOS ANGELES COMMUNITY COLLEGE TRAFFIC IMPACT & PARKING ANALYSIS

Existing AM and PM Peak HourTraffic Volumes

FIGURE 3

The "Highway Capacity Manual 2000" method of analysis was used to determine the average delay (in seconds) and level of service for the only unsignalized intersection (Bleakwood Avenue and Floral Drive) in the study area. Levels of service standards for unsignalized intersections are described in Table 2.

Table 1 Level of Service Definitions for Signalized Intersections

LEVEL OF SERVICE	INTERSECTION CAPACITY UTILIZATION RATIO	DEFINITION
A	0.000 - 0.600	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	0.601 - 0.700	LOS B represents stable operations. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	0.701 - 0.800	At LOS C stable operations continue. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	0.801 - 0.900	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	0.901 - 1.000	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles.
F	> 1.000	LOS F represents jammed conditions. Backups from locations downstream or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches; volumes carried are unpredictable. V/C values are highly variable because full utilization of the approach may be prevented by outside conditions.

Table 2 Level of Service Criteria for Un-signalized Intersections

Level-of-Service (LOS)	Average Control Delay (seconds/vehicle)	Description
A	≤ 10.0	No delays at intersections with continuous flow of traffic. Uncontested operations: high frequency of long gaps available for all left and right turning traffic. No observable queues.
B	10.1 to 15.0	Same as LOS A
C	15.1 to 25.0	Moderate delays at intersections with satisfactory to good traffic flow. Light congestion; infrequent backups on critical approaches.
D	25.1 to 35.0	Increased probability of delays along every approach. Significant congestion on critical approaches, but intersection functional. No standing long lines formed.
E	35.1 to 50.0	Heavy traffic flow condition. Heavy delays probable. No available gaps for cross-street traffic or main street turning traffic. Limit of stable flow.
F	> 50.0	Unstable traffic flow. Heavy congestion. Traffic moves in forced flow condition. Average delays greater than one minute highly probable. Total breakdown.

SOURCE: *Highway Capacity Manual, HCM2000*, Transportation Research Board, 2000.

Table 3 Intersection Analysis Summary – Existing Conditions

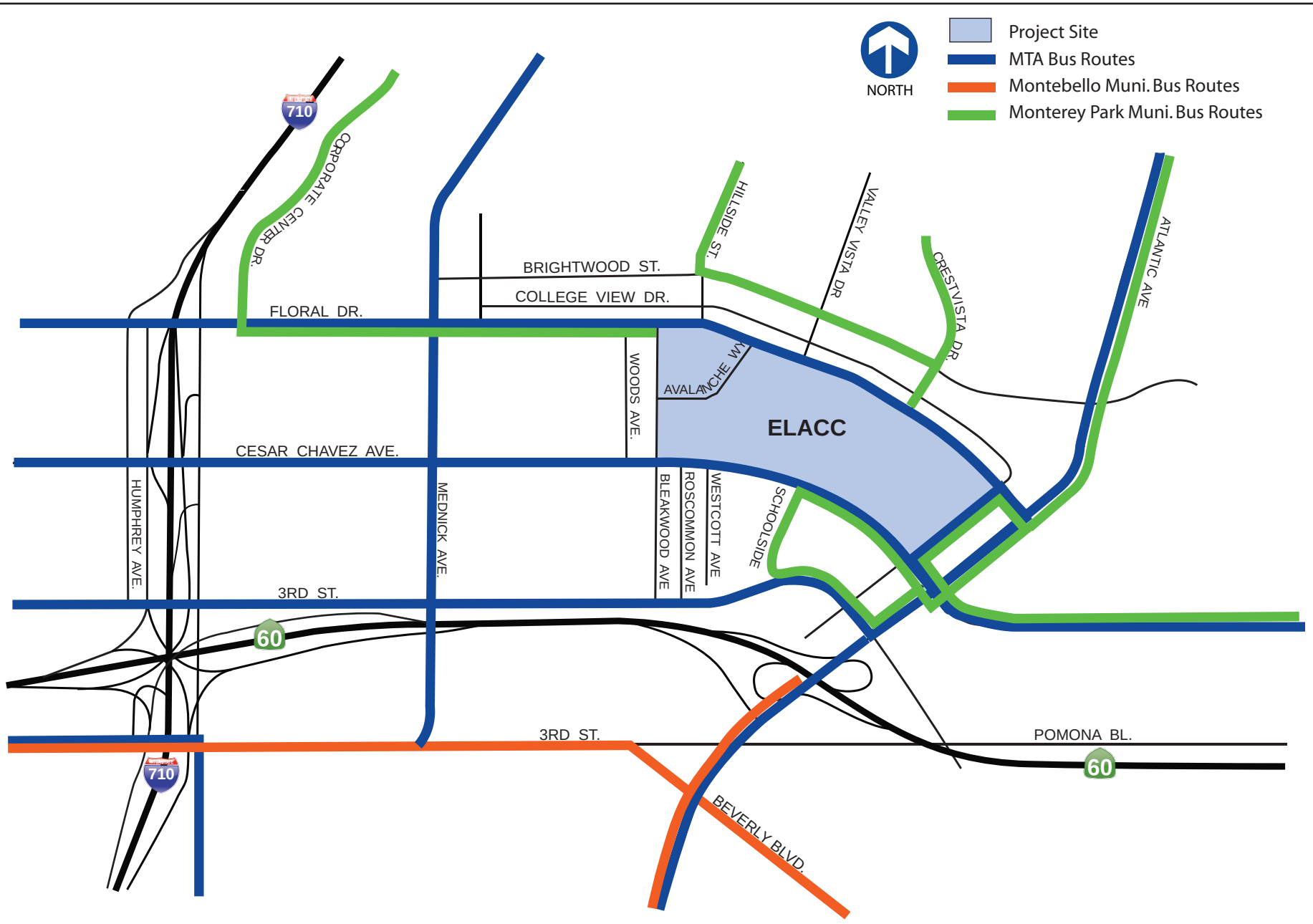
	INTERSECTION	EXISTING CONDITIONS (2009)			
		AM PEAK HOUR		PM PEAK HOUR	
		ICU[1] /DELAY	LOS[2]	ICU /DELAY	LOS
1	Humphrey Ave./ I-710 Southbound and Floral Dr.	0.601	B	0.581	B
2	Ford Blvd./ I-710 Northbound On Ramp and Floral Dr.	0.639	C	0.761	C
3	Monterey Pass Rd. and Floral Dr.	0.493	A	0.548	A
4	Bleakwood Ave. and Floral Dr.	16	C	20.2	C
5	Bleakwood Ave. and Cesar Chavez Ave.	0.369	A	0.340	A
6	SR-60 Eastbound Off Ramp and Atlantic Blvd.	0.537	A	0.563	A
7	SR-60 Westbound Off Ramp/1st St. and Atlantic Blvd.	0.651	B	0.679	B
8	Collegian Ave. and Cesar Chavez Ave.	0.538	A	0.465	A
9	Atlantic Blvd. and Cesar Chavez Ave.	0.609	B	0.642	B
10	Collegian Ave. and Floral Dr.	0.481	A	0.645	B
11	Atlantic Blvd. and Floral Dr.	0.490	A	0.496	A
12	Atlantic Blvd. and Brightwood St.	0.536	A	0.588	A

[1]ICU – Intersection Capacity Utilization
[2]LOS – Level of Service

Public Transit

The campus is currently served by bus service provided by the Los Angeles County Metropolitan Transportation Authority (Metro), City of Montebello and the Monterey Park Spirit, as illustrated in Figure 4. The following bus lines currently serve the campus:

- Metro Route #31 – This route runs along 1st Street connecting downtown Los Angeles and East Los Angeles.
- Metro Route #68 – This route runs along Cesar Chavez Avenue connecting downtown Los Angeles and East Los Angeles.
- Metro Route #256 – This route runs along 3rd Street in the study area connecting Pasadena/Altadena and East Los Angeles.
- Metro Route #258 – This route runs along Arizona Avenue and Mednik Boulevard in the study area connecting East Los Angeles and South Los Angeles.
- Metro Route #260 – This route runs along Atlantic Boulevard connecting in the study area connecting East Los Angeles and South Los Angeles.
- Metro Route #287 – This route runs along Floral Drive connecting in the study area connecting East Los Angeles and El Monte.
- Metro Route #762 – This route runs along Atlantic Boulevard in the study area connecting East Los Angeles and South Los Angeles.
- Metro Route #770 – This route runs along Cesar Chavez Avenue and Atlantic Boulevard in the study area connecting downtown Los Angeles and East Los Angeles.
- Montebello Route #10 – This route runs along Atlantic Boulevard in the study area connecting ELACC and Whiter.
- Montebello Route #341 – This route runs along 3rd Street in the study area connecting downtown Los Angeles and East Los Angeles.
- Montebello Route #342 – This route runs along 3rd Street in the study area connecting downtown Los Angeles and East Los Angeles.



CORDOBA CORPORATION

EAST LOS ANGELES COMMUNITY COLLEGE TRAFFIC IMPACT & PARKING ANALYSIS

Existing Transit Routes

FIGURE 4

- Monterey Park Route #1 – This route runs along 1st Street, Cesar Chavez Avenue and Atlantic Boulevard in the study area and serves ELACC as well as Central Monterey.

- Monterey Park Route #2 – This route runs along Atlantic Boulevard and Floral Drive in the study area and serves ELACC as well as Central Monterey.

- Monterey Park Route #4 – This route runs along Monterey Pass Road and Corporate Center Drive in the study area and serves Medical Center with Northern Monterey.

- Monterey Park Route #5 – This route runs along Atlantic Boulevard, Floral Drive, and Corporation Center Drive in the study area and serves ELACC, Corporation Center and all of Southern Monterey Park.

III. Future Traffic Projections

In order to evaluate the impacts of the proposed project on the surrounding street system projections of future (2015) traffic volumes were developed. Traffic conditions were forecasted both with and without the project. The Cumulative Base traffic scenario estimates future traffic conditions without the development of the proposed project. The Cumulative plus Project scenario estimates future traffic conditions with the proposed project. Each of theses future traffic scenarios is described further in this section.

Cumulative Base Traffic projections

Cumulative Base (2015 No-Project) Condition reflects the growth in existing traffic volumes that will occur as a result of ambient growth and development in the surrounding region. In addition, traffic estimated to be generated by projects in the surrounding area which have been approved but not yet constructed (Related Projects) were also included.

Areawide Traffic Growth

A review of historical traffic count data and forecast population figures by provided by Kaku Associates, Inc. in 2000 indicate that traffic in the study area is predicted to increase at an approximate rate of 0.63% per year. Future ambient increase in the background traffic volumes due to regional growth and development are assumed to continue at this rate. Assuming a completion date in the year 2015, the existing 2009 traffic volumes were increased by approximately 3.8 percent to reflect the ambient regional growth between 2009 and 2015.

Related Projects

Forecasts of the future year 2015 Cumulative Base traffic volumes were developed by adding the traffic expected to be generated by approved or proposed development projects in the area to the forecast ambient traffic growth described above. Listings of proposed or recently approved but uncompleted development in the study area were obtained from the city of Monterey Park. A review of these lists indicated that a total of five projects of notable size have been proposed or approved within the study area. These projects are listed and described in Table 4. This list does not include projects expected to generate fewer than ten PM peak hour trips, or development that is located outside an approximate two-mile radius from the East Los Angeles College campus. The cumulative traffic increase due to these projects are accounted for in the area wide traffic growth

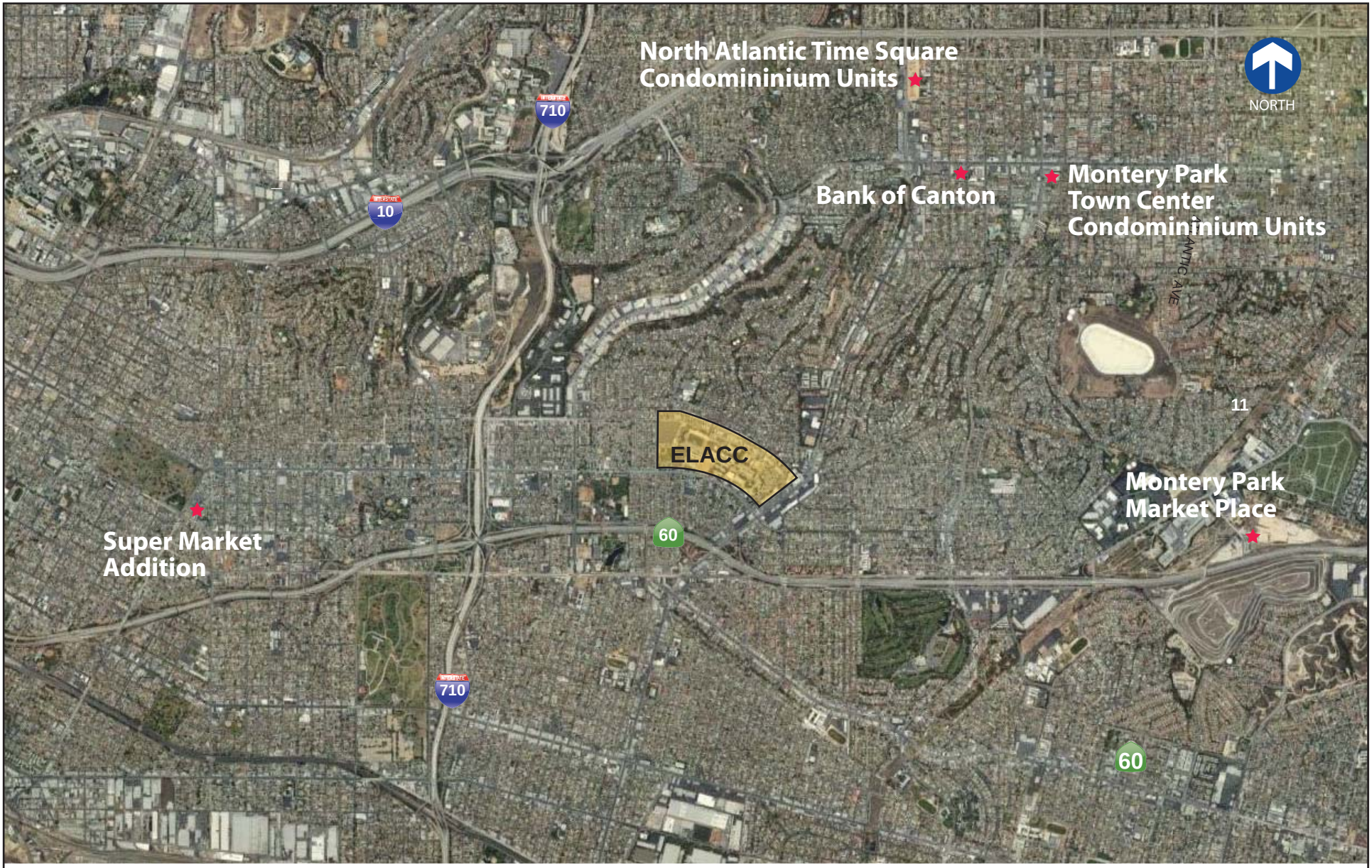
since such projects are not anticipated to have significant direct effects on the study area traffic condition. The locations of the related projects are shown in Figure 5.

Traffic generated by identified related projects is also shown in Table 4. Trip generation for related projects was based on data published by the Institute of Transportation Engineers (ITE) in the 6th Edition of Trip Generation.

The combination of related projects traffic volumes and forecast ambient traffic growth volumes forms the Cumulative Base traffic volumes. Figure 6 illustrates the projected year 2015 Cumulative Base (2015 No Project) traffic volumes.

Table 4 Trip Generation for Related Projects

	PROJECT	LAND USE	SIZE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
1	Monterey Park Market Place Paramount Blvd	Shopping Center	507,000 sf	19,366	257	164	421	880	954	1834
2	North Atlantic Time Square South of I-110	Shopping Center	230000 sf	9872	144	93	237	413	447	860
	Condominium Units	Apartments	210 units	1392	33	85	118	88	52	140
3	Bank Of Canton SEC of Garvey and Moore Ave	Walk-In Bank	6000 sf	939	12	12	24	99	100	199
4	Monterey Park Town Center SEC of Garvey and Garfield	Shopping Center	71000 sf	3047	45	28	73	128	138	266
	Condominium Units	Apartments	109 units	718	11	45	56	44	24	68
5	Supper Market Addition 3425 E. 1st	Supper Market	5,000 sf	558	10	6	16	29	29	58
Grand Total				35,892	512	433	945	1,681	1,744	3,425

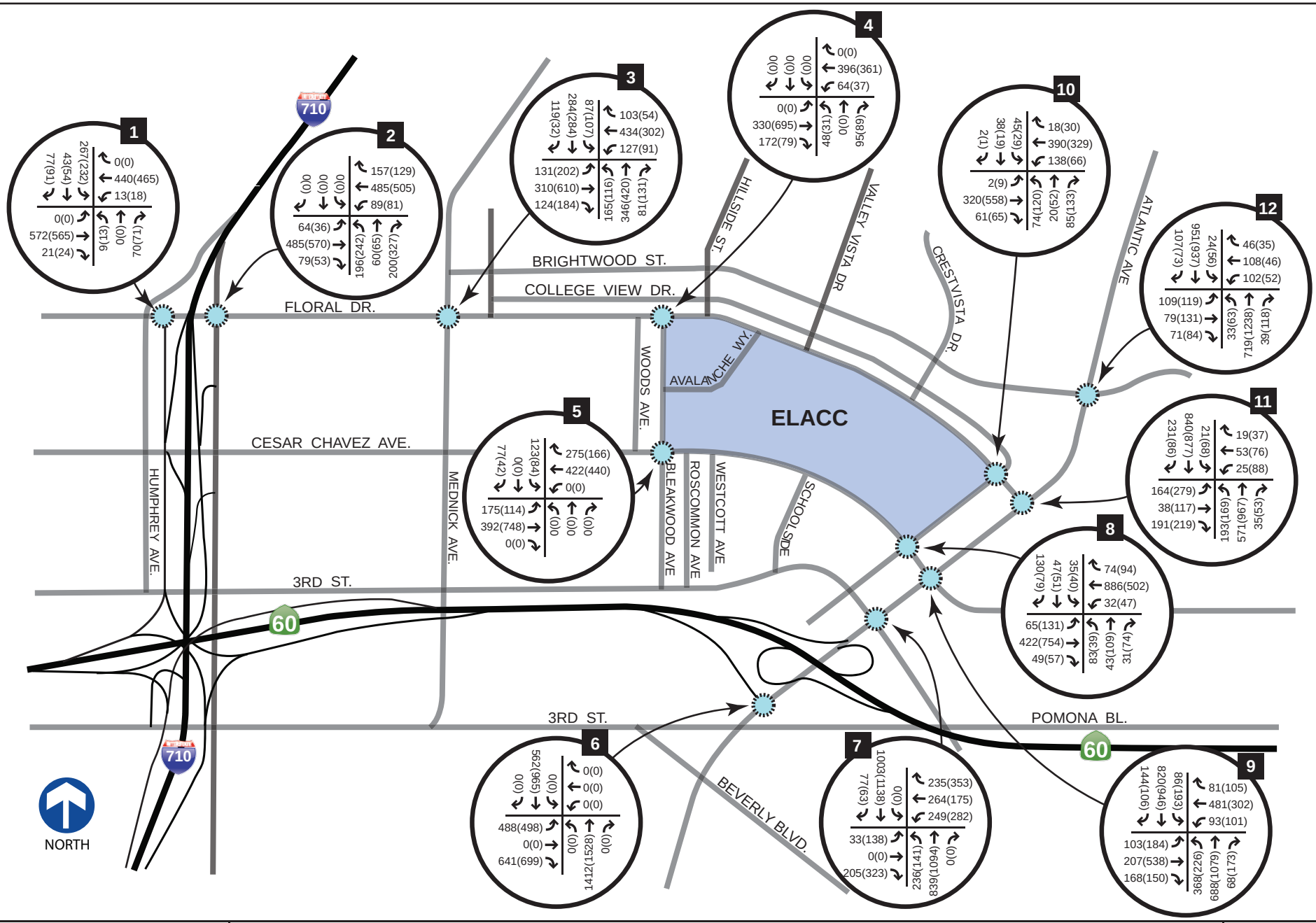


CORDOBA CORPORATION

EAST LOS ANGELES COMMUNITY COLLEGE TRAFFIC IMPACT & PARKING ANALYSIS

Related Projects

FIGURE
5



CORDOBA CORPORATION

EAST LOS ANGELES COMMUNITY COLLEGE TRAFFIC IMPACT & PARKING ANALYSIS

2015 Cumulative Baseline AM and PM Peak Hour Traffic Volumes (VPH)

FIGURE 6

Project Traffic Volumes

Estimating traffic characteristics for the proposed East Los Angeles Community College Master Plan project involved a three-step process that included estimation of project traffic generation, distribution, and assignment, as discussed below.

Project Trip Generation

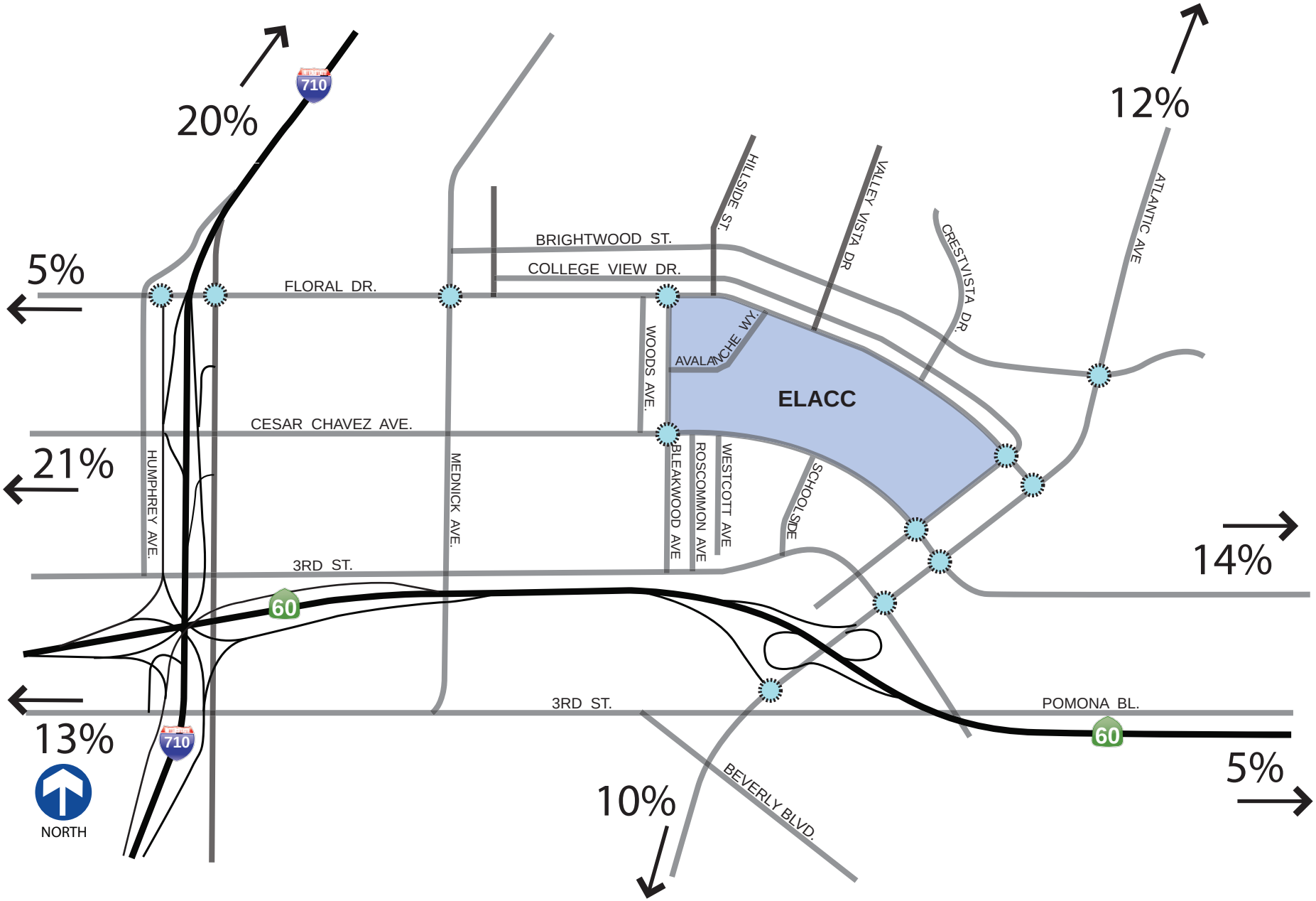
Trip generation rates/equations included in the Institute of Transportation Engineers' Trip Generation Manual, 6th Edition were used to estimate the number of trips generated by the proposed project. The resulting number of trips associated with the proposed revised Master Plan Update project is summarized in Table 5.

It should be noted that the revised Master Plan calls for a total increase in enrollment of an additional 6,845 students, resulting in approximately 3,012 new day time students. This is based on the current enrollment split of 44 percent daytime students and 56 percent evening and/or night students. The day time students have the greatest effect on peak hour traffic conditions, therefore, the potential traffic impacts of the Master Plan are based on the number of daytime students. While the number of new nighttime students will be greater than the number of daytime students, they travel to and from the campus during off-peak periods of traffic.

ITE Trip Generation Manual was used to estimate the net new trips. According to ITE trip generation equations new day time students (3,012) are expected to generate a total of 4,633 net new trips per day. Approximately 422 net new trips will occur in the morning peak hour, while 512 net new trips will occur in the evening peak hour.

Table 5 East Los Angeles College Campus Trip Generation Estimates

LAND USE	ITE TRIP RATE CATEGORY	UNITS	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				IN	OUT	TOTAL	IN	OUT	TOTAL
ELAC student Growth	Junior/Community College	3,012 Students	4,633	384	38	422	348	164	512



CORDOBA CORPORATION

EAST LOS ANGELES COMMUNITY COLLEGE TRAFFIC IMPACT & PARKING ANALYSIS

Project Trip Distribution

FIGURE 7

Project Trip Distribution

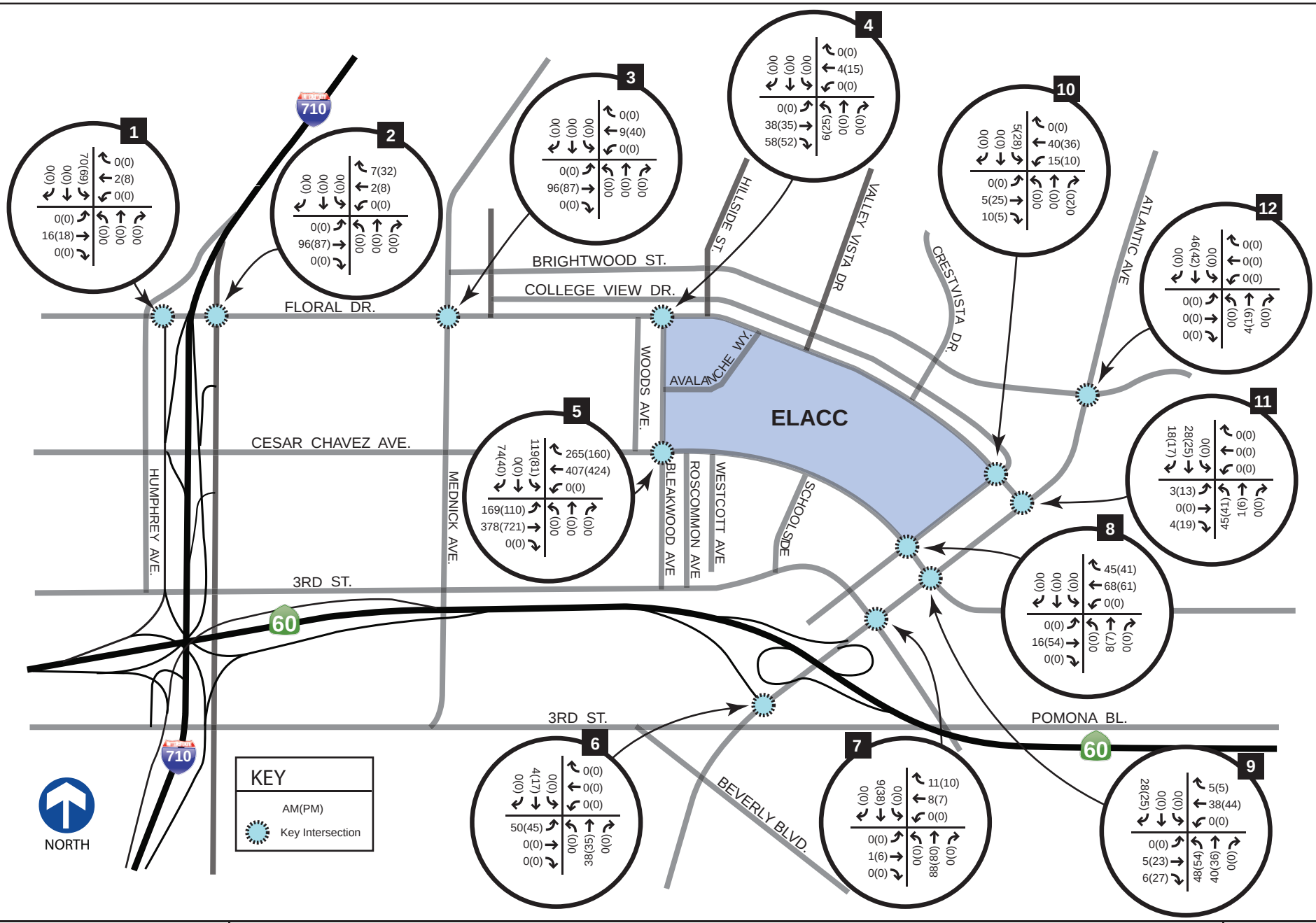
The geographic distribution of project traffic is dependent on several factors including the layout of the street system, turning restrictions, and other travel characteristics, but is based primarily on the geographic distribution of population from which the students, staff and faculty are drawn. The anticipated distribution patterns provided by Kaku Associates were verified with historical student residence zip code information. Figure 7 shows the distribution pattern for the campus,

Project Trip Assignment

Utilizing the estimated trip generation and the distribution pattern developed and discussed earlier in this report, the traffic generated by the proposed project was assigned to the street network. Figure 9 shows the proposed project's peak hour traffic volumes at each of the study intersection for the year 2015.

Cumulative Plus Project Traffic Projections

The Cumulative plus Project peak hour traffic volumes represents the sum of the proposed project traffic volumes to the Cumulative Base traffic volumes. The proposed project traffic volumes and Cumulative plus Project peak hour traffic volumes are shown in Figures 8 and 9, respectively.

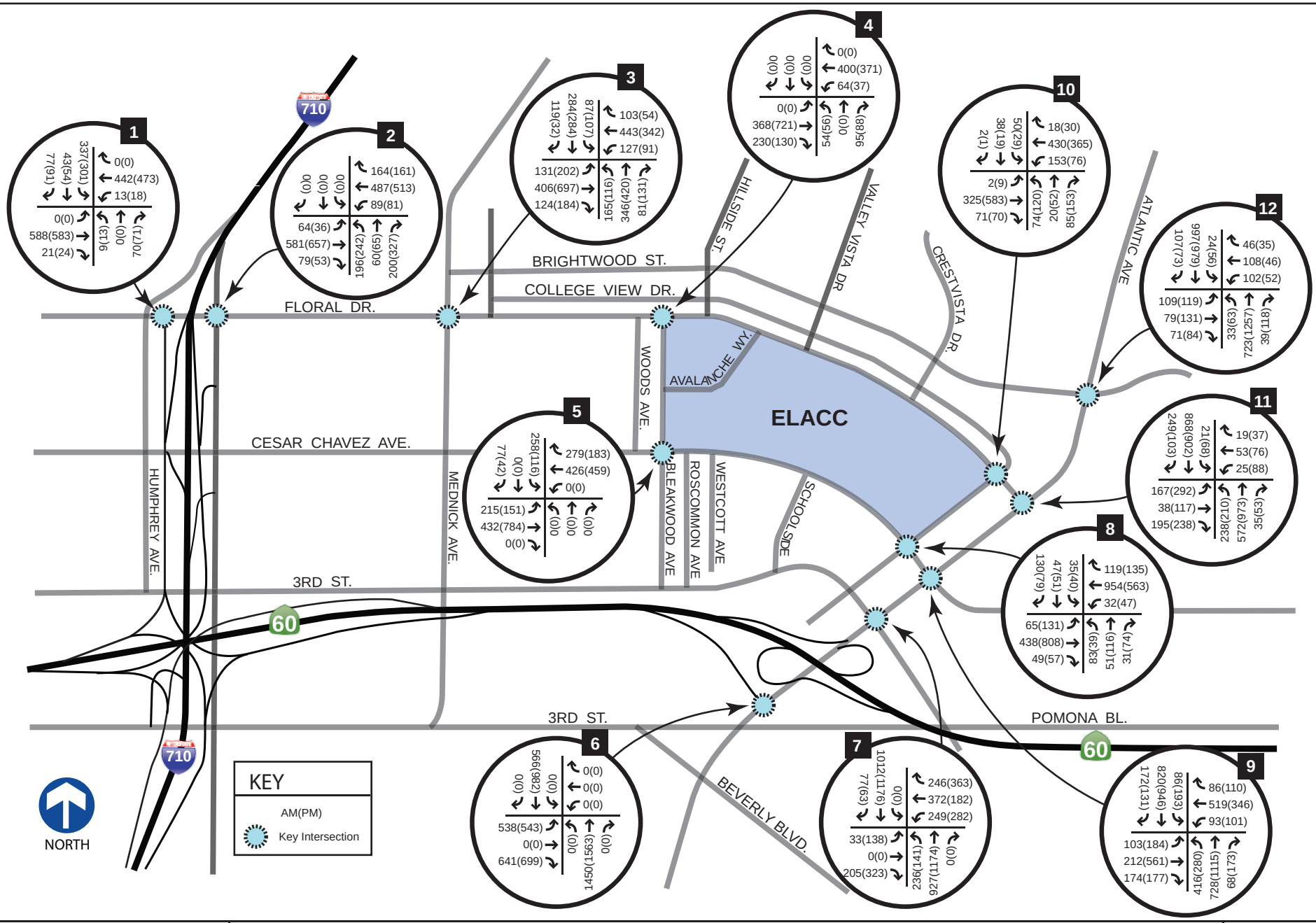


CORDOBA CORPORATION

EAST LOS ANGELES COMMUNITY COLLEGE TRAFFIC IMPACT & PARKING ANALYSIS

Project Only Traffic AM and PM Peak Hour Volumes (VPH)

FIGURE 8



CORDOBA CORPORATION

EAST LOS ANGELES COMMUNITY COLLEGE TRAFFIC IMPACT & PARKING ANALYSIS

2015 Cumulative Baseline with Project AM and PM Peak Hour Volumes (VPH)

FIGURE 9

IV. Traffic Impact Analysis

This section identifies the potential impacts of the proposed project on study area traffic conditions by comparing the results of the Cumulative Base and Cumulative plus Project traffic volumes.

Significant traffic Impact Criteria

The city of Monterey Park has established criteria for determining the significance of traffic impacts of proposed projects within the city. A project would have a significant traffic impact if the addition of project related traffic increases the V/C ratio of an intersection by 0.05 or greater. For instance, if an intersection is projected to operate at a V/C ratio of 0.70 under the Cumulative Base condition, the intersection would be considered significantly impacted by the project if the Cumulative plus Project V/C ratio is 0.75 or greater. The City of Monterey Park has also stated the minimum acceptable level of service for intersections within the City jurisdiction as LOS C. Therefore the intersections that are caused to operate at worse than LOS C condition by project related traffic are also determined to be significantly impacted.

Cumulative Base Traffic Conditions

As previously explained in the report, Cumulative Base traffic condition illustrates the peak hour traffic volumes in the year 2015 without the project. The "Intersection Capacity Utilization" (ICU) method of analysis was used to determine the volume-to capacity (V/C) ratio and corresponding level of service for the eleven signalized study intersections. *Highway Capacity Manual, 2000* was used for the only unsignalized intersection (Bleakwood Avenue and Floral Drive) in the study area. The results are summarized in Table 6. As shown, based on the standards established by the City of Monterey Park, one of the twelve analyzed intersections (Ford Boulevard/ I-710 Northbound On Ramp and Floral Drive) is projected to operate at an unacceptable level of service (LOS D) under future conditions without the addition of project traffic during the PM peak period.

Table 6 2015 Cumulative Base and cumulative Plus Project Intersection LOS

	INTERSECTION	PEAK HOUR	CUMULATIVE BASE		CUMULATIVE + PROJECT		PROJECT INCREASE IN V/C OR DELAY	SIGNIFICANT PROJECT IMPACT	WITH MITIGATION	
			V/C OR DELAY	LOS	V/C OR DELAY	LOS			V/C	LOS
1	Humphrey Ave./ I-710 Southbound and Floral Dr.	AM	0.645	B	0.699	B	0.054	Yes		
		PM	0.627	A	0.681	B	0.054	Yes		
2	Ford Blvd./ I-710 Northbound On-Ramp and Floral Dr.	AM	0.688	B	0.748	C	0.060	Yes	0.605	B
		PM	0.836	D	0.890	D	0.054	Yes	0.698	B
3	Monterey Pass Rd. and Floral Dr.	AM	0.529	A	0.532	A	0.003	No		
		PM	0.594	A	0.621	B	0.027	No		
4	Bleakwood Ave. and Floral Dr.	AM	16.8	C	19.5	C	2.7	No	0.557	A
		PM	21.7	C	32.4	D	10.7	Yes	0.702	C
5	Bleakwood Ave. and Cesar Chavez Ave.	AM	0.393	A	0.417	A	0.024	No		
		PM	0.363	A	0.394	A	0.031	No		
6	SR-60 Eastbound Off-Ramp and Atlantic Blvd.	AM	0.579	A	0.598	A	0.019	No		
		PM	0.618	B	0.634	B	0.016	No		
7	SR-60 Westbound Off-Ramp/1st St. and Atlantic Blvd.	AM	0.706	C	0.708	C	0.002	No		
		PM	0.770	C	0.795	C	0.025	No		
8	Collegian Ave. and Cesar Chavez Ave.	AM	0.575	A	0.610	B	0.035	No		
		PM	0.497	A	0.518	A	0.021	No		
9	Atlantic Blvd. and Cesar Chavez Ave.	AM	0.656	C	0.706	C	0.050	No		
		PM	0.710	B	0.743	C	0.033	No		
10	Collegian Ave. and Floral Dr.	AM	0.514	A	0.536	A	0.022	No		
		PM	0.689	B	0.727	C	0.038	No		
11	Atlantic Blvd. and Floral Dr.	AM	0.529	A	0.569	A	0.040	No		
		PM	0.548	A	0.594	A	0.046	No		
12	Atlantic Blvd. and Brightwood St.	AM	0.583	A	0.597	A	0.014	No		
		PM	0.661	B	0.667	B	0.006	No		

Cumulative Plus Project Traffic Conditions

The Cumulative Plus Project peak hour traffic volumes were analyzed to determine the projected future year 2015 operating condition with the proposed ELACC Master Plan project. As same as the previous scenarios, the "Intersection Capacity Utilization" (ICU) method of analysis was used for signalized and HCM 2000 analysis method was used for the unsignalized intersection. The results of the Cumulative Plus Project analysis are shown in Table 6.

According to the City of Monterey Park's impact criteria, traffic generated by the project would cause enough increase in V/C to result in significant impact at three of the intersections during one or both of the peak hours. One the impacted intersections (Humphrey Avenue/ I-710 Southbound and Floral Drive) would still operate at acceptable level of service (LOS C or better). According to the city guidelines, since this impacted intersection is projected to operated at acceptable level of service, excess capacity would not be required for this location. However the two other intersections are forecast to operate at unacceptable LOS D or worse during afternoon peak hour and require mitigation.

Mitigation of Project Impacts

Humphrey Avenue/ I-710 Southbound and Floral Drive

The project changes the peak hour v/c ratio of this intersection by more than 0.05 which, according to the City of Monterey Park criteria, is a significant impact. However, the LOS with the project remains at B. In the earlier study by Kaku Associates, a similar situation was deemed not to require mitigation. LOS B is an acceptable operating condition for an intersection and no mitigation is being proposed.

Ford Boulevard/ I-710 Northbound On Ramp and Floral Drive

The existing northbound approach to this intersection is a single lane which the left, through and right movements share. The existing pavement width is about 22 feet. As a mitigation measure, it is proposed to restripe the single lane into two lanes. The left lane would become a shared left and through movement while the right lane would be a shared through and right movement. The mitigated configuration produces an acceptable LOS, as indicated in Table 6. The planning level estimated cost of restriping the street is approximately $530.

Bleakwood Avenue and Floral Drive

This is an un-signalized intersection. A signal warrant analysis was performed. As described below the peak hour warrant was met in the second category and a traffic signal would be warranted at this location.

The planning level estimated cost of traffic signal installation at this particular intersection (T-Intersection) is approximately $100,000.

Signal warrant

According to the Manual on Uniform Traffic Control Devices (MUTCD)

"The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:

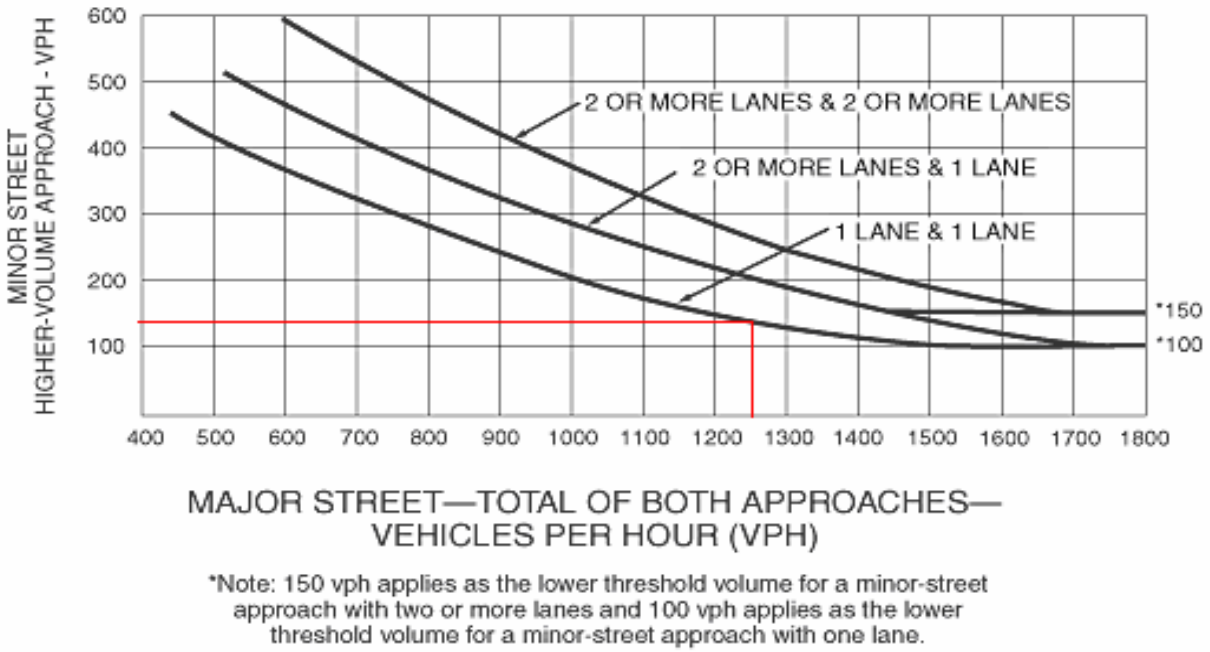
    1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach; or 5 vehicle-hours for a two-lane approach, and

    2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and

    3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak hour volume: major street (Flora Dr.) = 1274 VPH, minor street (Bleakwood Ave.) =145 VPH. A Traffic Signal Warrant analysis was conducted for the intersection of Bleakwood Avenue at Floral Drive. The analysis was based on peak hour traffic volumes. The total vehicles per hour (both approaches) during the peak hour on Flora Drive (Major Street) is 1,274 and the total vehicles per hour (both approaches) during the peak hour on Bleakwood Avenue (Minor Street) is 145. Using the methodology provided in the MUTCD (Manual of Uniform Traffic Control Devices), 2003, the peak hour warrant was met in the second category and a traffic signal would be warranted at this location.

V. Parking Analysis

This section contains analysis of the existing and future parking system at ELACC. The discussion includes a description of the existing parking supply, current parking demand by students, staff and faculty and forecast of future parking demand based on projected changes on campus due to the implementation of the ELAC Updated Master Plan.

Existing Parking System

The description of the ELACC parking system was developed based on discussions with the ELACC Police Department and on-site observations of the campus. As summarized in Table 7, there are a total of 3,743 parking spaces available on the campus located in six parking lots (one of which is a baseball field temporarily used as a parking lot), two parking structures (one of which is off campus) and along Avalanche Way and Access Road (Cesar Chavez Frontage).

Table 7 ELACC Existing Parking Lot Inventory

LOCATION	NUMBER OF SPACES					
	STUDENT	FACULTY	HANDICAP	CAR POOL	MOTORCYCLE	LOT TOTAL
Avalanche Way	32		0			32
Baseball Field	390					390
Cesar Chavez Frontage		33	1			34
Galloria		67				67
Northeast Lot	359		16			375
Parking Structure 3	1478	350	34	12	6	1,880
Pool Lot	12		15			27
Southwest Lot	172		30			202
Stadium Concourse		160	14			174
Stadium Lot	560		2			562
Grand Total	**3,003**	**610**	**112**	**12**	**6**	**3,743**

Note: Parking lot A1 was not included in this study since it is used by specific facility employees and is not available to ELAC faculties or students.

Parking Demand

Cordoba Corporation conducted parking utilization survey on September 14th, 2009 to assess the use of the various parking facilities during the school session. Parking utilization counts were conducted from 7 a.m. to 9 p.m.

Most of the parking facilities on campus have two peak periods. The first peak occurs in the morning between 10 a.m. and 12 noon. The second peak occurs in the afternoon between 3 and 5 p.m. As summarized in Table 8, approximately 63% (2,362 spaces) of the total available parking spaces were utilized during the morning peak hour. Approximately 1,997 spaces were used by students and 365 were used by staff, faculty and visitor vehicles. As shown Table 8, the second critical time of parking demand on the campus is during the afternoon peak hour. Approximately 53% (1,986 spaces) of the total available parking spaces were utilized during this period of time. Of the occupied spaces, approximately 1,636 spaces were used by students, and 350 were used by staff, faculty and visitor vehicles. Table 8 also indicates that the peak usage of the on site parking supply during the evening hours. A total of 1,923 spaces were occupied, of which students used 1,710 and staff, faculty and visitors 213 spaces.

As illustrated in Table 10, the rate of parking utilization by faculties decreases from morning (365 spaces) to evening (213). Student's usage also has the highest demand in the morning and decreases towards the evening. The second peak period of parking utilization occurs during the time when evening classes are in session.

In addition to the parking supplies mentioned in the table above, there are more street parking available along Cesar Chavez Avenue and Bleakwood Street. The street parking supply on both streets add up to about 60 spaces, which is not a significant number compared to the campus parking supply (3,743 spaces). Therefore, these parking spaces were not considered in the parking analysis.

Table 8 Existing parking Lot Utilization

		MORNING PEAK HOUR		AFTERNOON PEAK HOUR		EVENING PEAK HOUR	
TYPE OF LOT	**TOTAL CAPACITY**	**NUMBER OF SPACES OCCUPIED**	**PERCENTAGE UTILIZED**	**NUMBER OF SPACES OCCUPIED**	**PERCENTAGE UTILIZED**	**NUMBER OF SPACES OCCUPIED**	**PERCENTAGE UTILIZED**
Student Lots							
Avalanch Way	32	24	75.00%	22	68.75%	18	56.25%
Baseball Field	390	99	25.38%	65	16.67%	112	28.72%
Northeast Lot	375	331	88.27%	275	73.33%	287	76.53%
Parking Structure 3	1530	980	64.05%	811	53.01%	784	51.24%
Southwest Lot	202	182	90.10%	152	75.25%	177	87.62%
Stadium Lot	562	381	67.79%	311	55.34%	332	59.07%
Subtotal	3091	1997	68.43%	1636	57.06%	1710	59.91%
Faculty/Staff/Guess Lots							
Cesar Chavez Frontage	34	31	91.18%	28	82.35%	13	38.24%
Galleria Structure (Last Level)	67	3	4.48%	1	1.49%	1	1.49%
Parking Structure 3 (3rd Level)	350	217	62.00%	208	59.43%	131	37.43%
Pool Lot	27	20	74.07%	15	55.56%	10	37.04%
Stadium Concourse	174	94	54.02%	98	56.32%	58	33.33%
Subtotal	652	365	57.15%	350	51.03%	213	29.51%
Total	**3743**	**2,362**	**63.10%**	**1,986**	**53.06%**	**1,923**	**51.38%**

Existing Parking Demand Rates

According to ELACC records, the current student enrollment in fall 2009 (at the time the inventory and parking surveys were conducted) was approximately 20,128 students. Table 9 indicates the trends in attendance at the campus. (This study used the data corresponding to Wednesdays since the parking study was conducted on a Wednesday). This data was provided by East Los Angeles Community College Office of Institutional Effectiveness. The complete ELACC demographic report is available in appendix G.

Table 9 East Los Angeles College Attendance

DAY	EARLY MORNING	MORNING	EARLY AFTERNOON	AFTERNOON	LATE AFTERNOON	EVENING	TBA	TOTAL
Monday	3,584	7,637	3,264	2,486	2,104	5,023	228	24,326
Tuesday	3,495	7,449	1,724	2,518	2,209	4,739	211	22,345
Wednesday	3,497	7,402	3,460	2,440	1,930	4,663	228	23,620
Thursday	3,510	7,261	1,568	2,410	1,926	4,751	211	21,637
Friday	1,135	2,278	832	450	189	591	17	5,492
Saturday	1,093	1,987	812	444	74	43	0	4,453
Sunday	0	50	0	0	0	0	0	50
TBA	26	60	19	0	0	0	16,712	16,817
Total	**16,340**	**34,124**	**11,679**	**10,748**	**8,432**	**19,810**	**17,607**	**118,740**

Based on the parking survey results, the peak parking demands in the major lots for the key period of the day are as follows:

Table 10 Peak Period Parking Use by Category

PERIOD	STUDENTS	STAFF/FACULTY	TOTAL
Morning Peak Hour	1,997	365	2,362
Afternoon Peak Hour	1,636	350	1,986
Nighttime Peak Hour	1,710	213	1,923

It is reasonable to assume that the peak head count and peak parking demand periods would fall in to the same periods of time in a day. Using the peak parking demand numbers summarized above and the existing ELACC attendance head count on the campus shown in Table 9 (on Wednesdays), it is estimated that students generate parking demands during the three surveyed periods at the following rates:

Morning Peak Hour	1997/7402 = 0.2697
Afternoon	1636/3460 = 0.4728
Evening Peak Hour	1710/4663 = 0.3667

Potential Future Parking Needs

According to demographic study, the student population is expected to increase to 26,973 by year 2015 approximately 6,845 students over the 2009 enrollment levels surveyed for the parking demand analysis. It's reasonable to assume that these additional students will exhibit parking-use profile similar to those of the existing students. Thus, the future parking demand as shown in Table 11 was calculated by applying the existing parking demand rate to the future student population. The following analysis was conducted to forecast the future parking needs for the campus.

Table 11 Projected Future Student Parking Demand

PERIOD	EXISTING PARKING DEMAND	2009 HEAD COUNT ON CAMPUS	SPACES/STUDENT	2015 HEAD COUNT ON CAMPUS	FUTURE PARKING DEMAND
Morning Peak Hour	1,997	7,402	0.270	9,919	2,676
Afternoon	1,636	3,460	0.473	4,637	2,192
Nighttime peak Hour	1,710	4,665	0.367	6,251	2,292

The parking demand rates observed on the campus during the three time periods, as discussed earlier, were used to project the incremental increase in parking demand by students during various times of the day. As indicated in Table 10, these projections were used to forecast future parking demand generated by students during the three time periods throughout the campus.

Peak future student parking demand will occur during the morning peak hour. The proposed enrollment increase is expected to result in an on-site student parking demand of about 2,676 spaces, an increase of 679 spaces.

Although student population was the most critical factor affected by the update of Master Plan, it was not the only one. The number of faculty/staff positions is also expected to increase as a result of the enrollment growth. As Kaku Associates Inc. described in their original Traffic and Parking Study for ELAC master Plan in 2000, the number of faculty and staff positions is expected to grow at a rate of approximately 1.67% per year. The number of guests/visitors was also assumed to increase by the same growth rate. The parking demand associated with their use was increased accordingly. This assumption will result in approximately 10% increase in future parking demand for staff, faculty and visitors.

Adding faculty parking demands to the student demands summarized in Table 11 results in a projected year 2015 peak parking demand of 3,077 spaces during the morning period. Total afternoon parking need would be about 2,577 spaces and the evening campus use would require a total of 2,526 spaces. There exist 3,743 available parking spaces in a combination of surface and structured facilities at ELACC at the time of this report. The existing parking inventory of ELACC will easily accommodate the estimated parking demand in 2015. In addition to the existing parking lot inventory, the Master Plan Update includes a 4-level parking structure with the capacity of 1,574 spaces which guarantees accommodation of future parking demand.

VI. Summary and Conclusions

This study was undertaken to analyze the potential traffic and parking impacts of the proposed East Los Angeles Community College Master Plan Update. The following summarizes the results of this analysis:

- A total of twelve intersections were analyzed for this project. All the twelve intersections currently operate at LOS C or better during both the morning and afternoon peak hour.

- Under Future Cumulative Base condition i.e., future condition without the addition of the proposed project, Intersection Ford Boulevard/ I-710 Northbound On ramp and Floral Drive is the only intersection that would operate at LOS D during the PM peak, while the rest of the study intersections operate at acceptable levels of service (LOS C or better).

- Under future Cumulative Plus Project conditions, i.e., future condition with the addition of the proposed project, one of the twelve analyzed intersections would be significantly impacted during the evening peak hour, but this intersection would operate at acceptable level of service (LOS C or better). Two other intersections are forecasted to operate at unacceptable LOS D during PM peak hour. Based on the standards established by the City of Monterey Park, those intersections would require mitigation.

- The proposed project would have a significant impact at two intersections. These significant impacts may be mitigated by implementing the following measures:

Ford Boulevard/ I-710 Northbound On Ramp and Floral Drive

The existing northbound approach to this intersection is a single lane which the left, through and right movements share. The existing pavement width is about 22 feet. As a mitigation measure, it is proposed to restripe the single lane into two lanes each 11 feet wide. The left lane would be a shared left and through movement, while the right lane would be a shared through and right movement. The mitigated configuration produces an acceptable LOS, as indicated in Table 6.

Bleakwood Avenue and Floral Drive

This is an unsignalized intersection. A signal warrant analysis was performed, and installation of a traffic signal at this intersection should be considered. With the implementation of this mitigation measure, the impacts at this intersection would be mitigated to less-than-significant levels during the PM peak hour (V/C ratio 0.702) .

- Future campus parking demand based on implementation of the ELACC Master Plan Update is forecasted to require approximately 3,078 spaces. The Master Plan will provide 5,317 spaces, (including a proposed 4-level parking structure) which will accommodate the projected daily campus demand.

Bibliography

KAKU Associates, INC, *Traffic and Parking study for East Los Angeles Community College Campus Master Plan* Prepared for Terry A. Hayes & Associates. Sep 2000.

KAKU Associates, INC, *Traffic and Parking study update for East Los Angeles Community College Campus Master Plan* Prepared for Terry A. Hayes & Associates. Oct 2003.

East Los Angeles College Office of Institutional Effectiveness. *East Los Angeles Demographic Data,* Aug 2009.