

**LOS ANGELES SOUTH WEST COLLEGE  
MIDDLE COLLEGE HIGH SCHOOL**

**ADDENDUM TO THE LOS ANGELES  
SOUTH WEST COLLEGE MASTER PLAN  
FINAL ENVIRONMENTAL IMPACT REPORT**



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**Prepared for**

**LOS ANGELES COMMUNITY COLLEGE DISTRICT**

**Prepared by**

**TERRY A. HAYES ASSOCIATES LLC**

**NOVEMBER 2009**  
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Prepared for

**LOS ANGELES COMMUNITY COLLEGE DISTRICT**  
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November 16, 2009

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## 1.0 INTRODUCTION

### 1.1 PURPOSE OF THIS ADDENDUM

In August 2003, a Draft Environmental Impact Report (Draft EIR) was prepared evaluating the potential environmental impacts that might result from implementation of the Facilities Master Plan for the Los Angeles Southwest College (LASC) campus. The Draft EIR was circulated for public review from August 8, 2003 to September 22, 2003. The Final EIR was certified by the Los Angeles Community College District (LACCD) Board of Trustees in November 2003 and was found to be prepared in accordance with the California Environmental Quality Act (CEQA), and the State CEQA Guidelines, as amended.

CEQA Guidelines Section 15164 requires either the Lead Agency or a responsible agency to prepare an addendum to a previous EIR if “some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” In addition, Section 15164(b) provides that an addendum “may be prepared if only minor technical changes or additions are necessary.”

The proposed project is the construction of fully functional high school building (Middle College High School) in the middle of the LASC campus and related improvements. To ensure that no new significant impacts would result from the proposed project, the same impact categories analyzed in the Master Plan Final EIR are revisited here. The findings of the Final EIR and any associated mitigation measures are provided as basis of comparison for the proposed project.

### 1.2 BACKGROUND

The Middle College High School occupies portable classroom buildings on the LASC campus and has a current enrollment of approximately 400 students from ninth through twelfth grades in an education program that gives students the opportunity to take college-level classes as part of the curriculum. Middle College High School has operated in a shared-use configuration within the LASC since its creation in 1989. In September 2005, due to seismic building constraints imposed on the LASC campus, the school moved to temporary facilities at 98<sup>th</sup> Street Elementary School. In January of 2006, the school moved to portable classrooms in a temporary location at the southwest corner of the LASC campus, where it is currently located.

### 1.3 LEAD AGENCY FOR THE PROPOSED PROJECT

The LASC campus operates under the auspices of the LACCD. The LACCD is serving as Lead Agency for the environmental review of the Addendum to the LASC Master Plan Final EIR. The Los Angeles Unified School District (LAUSD) would fund the construction and operation of the Middle College High School as a separate facility within the LASC campus. The LAUSD is a responsible agency for the environmental review of the Addendum. As a responsible agency, the LAUSD has discretionary approval authority over a portion of the project and may provide guidance on applicable methodologies or other environmental issues.

### 1.4 PROJECT LOCATION

The LASC campus is located at 1600 West Imperial Highway in unincorporated Los Angeles County, 8.5 miles southwest of Downtown Los Angeles. The campus is bound by Imperial Highway to the north, the Glen Anderson Freeway (I-105) to the south, Western Avenue to the west, and Normandie Avenue to the east. An aerial photograph of the LASC campus is presented in **Figure 1-1**.

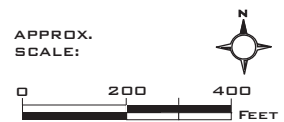




LEGEND:

LASC Campus
  Project Site

SOURCE: LASC, 2009





Regional access to the LASC campus is provided by the adjacent I-105, the San Diego Freeway (I-405), located 3.5 miles to the west, and the Harbor Freeway (I-110), located one mile to the east. Access between the campus and the east/west oriented I-105 is obtained via off-ramps at Crenshaw Boulevard and Vermont Avenue. The I-105 connects to the north/south oriented I-405 and I-110. The major streets serving the campus are Western and Normandie Avenues in the north-south direction and Imperial Highway in the east-west direction. In addition, two Metro Green Line Stations serve the area. These stations are located along the I-105 at Vermont Avenue and Crenshaw Boulevard which are located 0.5 miles to the east and one mile to the west, respectively. The Los Angeles International Airport is located 3.5 miles to the west of the campus. The location of the project site is shown in **Figure 1-2**.

## 1.5 PROJECT DESCRIPTION

The proposed project consists of the demolition of existing LASC facilities and utilities on and under the project site, the construction of the proposed Middle College High School building, the installation of a methane mitigation system, and the installation of communications infrastructure for the Middle College High School building, as described in more detail below. **Figure 1-3** shows the updated site plan of the LASC campus with the proposed project incorporated.

**Demolition.** The proposed project would include the demolition and removal of:

- The Receiving Building, including foundations and utilities within the project limits;
- The Instructional Pool and certain adjacent paved terraces and abandoned underground utilities adjacent to the pool;
- Unnecessary or abandoned boilers and other equipment in the existing pool equipment building;
- Existing underground and aerial utilities (active and abandoned);
- Any excess or contaminated soil in accordance with applicable laws and regulations.

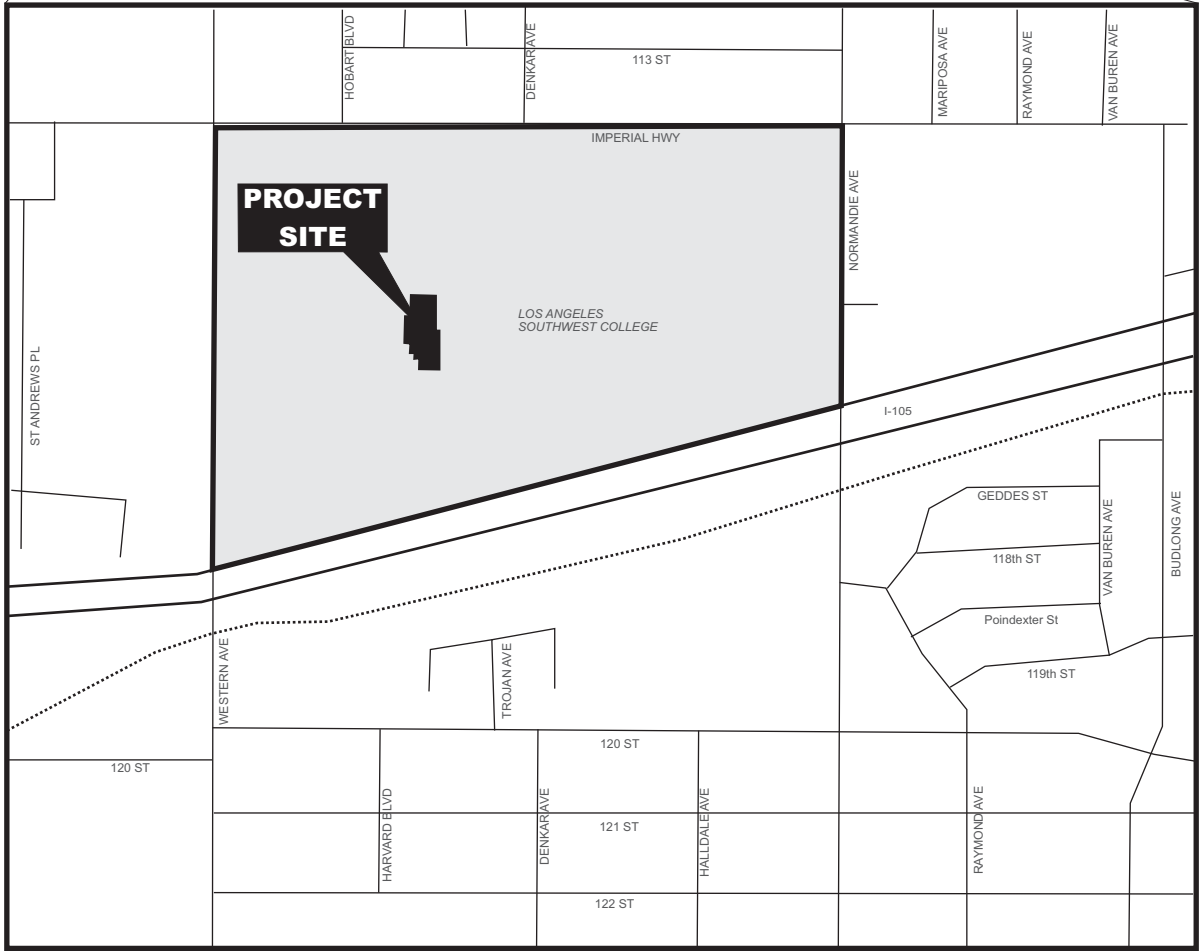
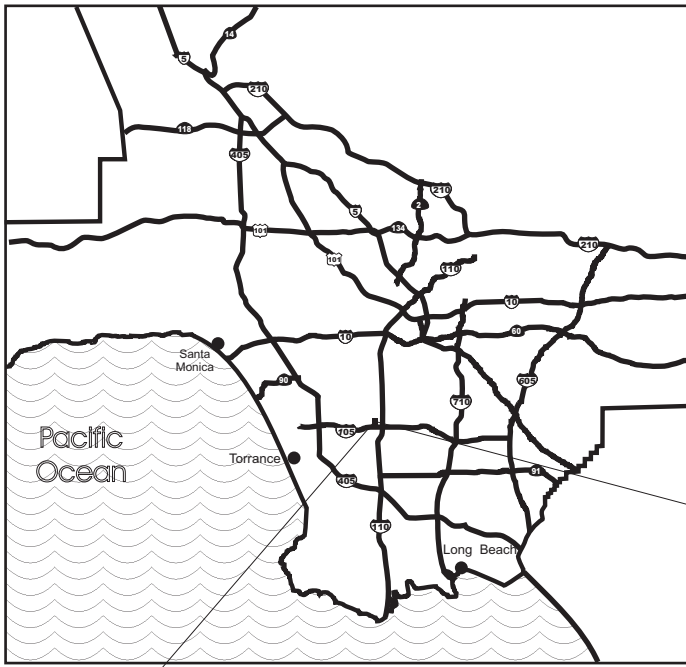
**Middle College High School Building.** The proposed project would construct a fully functional high school building in accordance with Collaborative for High Performance Schools (CHPS) program criteria for building and design, LAUSD standards, and all applicable federal, State and county laws and regulations. The two-story, approximately 40,000-square-foot building, would be located adjacent to the existing pool in the center of campus and would replace the existing portable classrooms in the southwest corner of the LASC campus. Work includes review and the approval of the design and construction documents by the Division of the State Architect (DSA).

**Active Methane Mitigation System.** Detections of methane at the project site are associated with historical oil production activities adjacent to the site. Although methane does not present a human health risk concern, methane is a safety risk. An active methane mitigation system is required. The methane mitigation system would be designed and installed in general accordance with the Department of Toxic Substances Control (DTSC) standards and would be integral to the facility design and construction process.<sup>1</sup>

**Information Technology.** The proposed project also includes the installation of communications infrastructure for the proposed Middle College High School building. This would include all required Data Systems, IP voice system, 24 volt Master Clock System, Zone Paging System, Classroom Audio Enhancement System and a distributed CATV System for a high school building in accordance with the CHPS 2009 criteria and LAUSD standards, as well as with all applicable federal, State and county laws and regulations. Work includes a successful review and the approval of the design and construction documents by the DSA.

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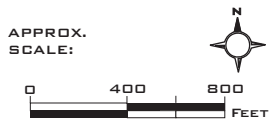
<sup>1</sup>Department of Toxic Substances Control, Advisory on Methane Assessment at School Sites, June 16, 2005. Accessed at [http://www.dtsc.ca.gov/Schools/upload/SMBRP\\_SCHOOLS\\_Methane.pdf](http://www.dtsc.ca.gov/Schools/upload/SMBRP_SCHOOLS_Methane.pdf).



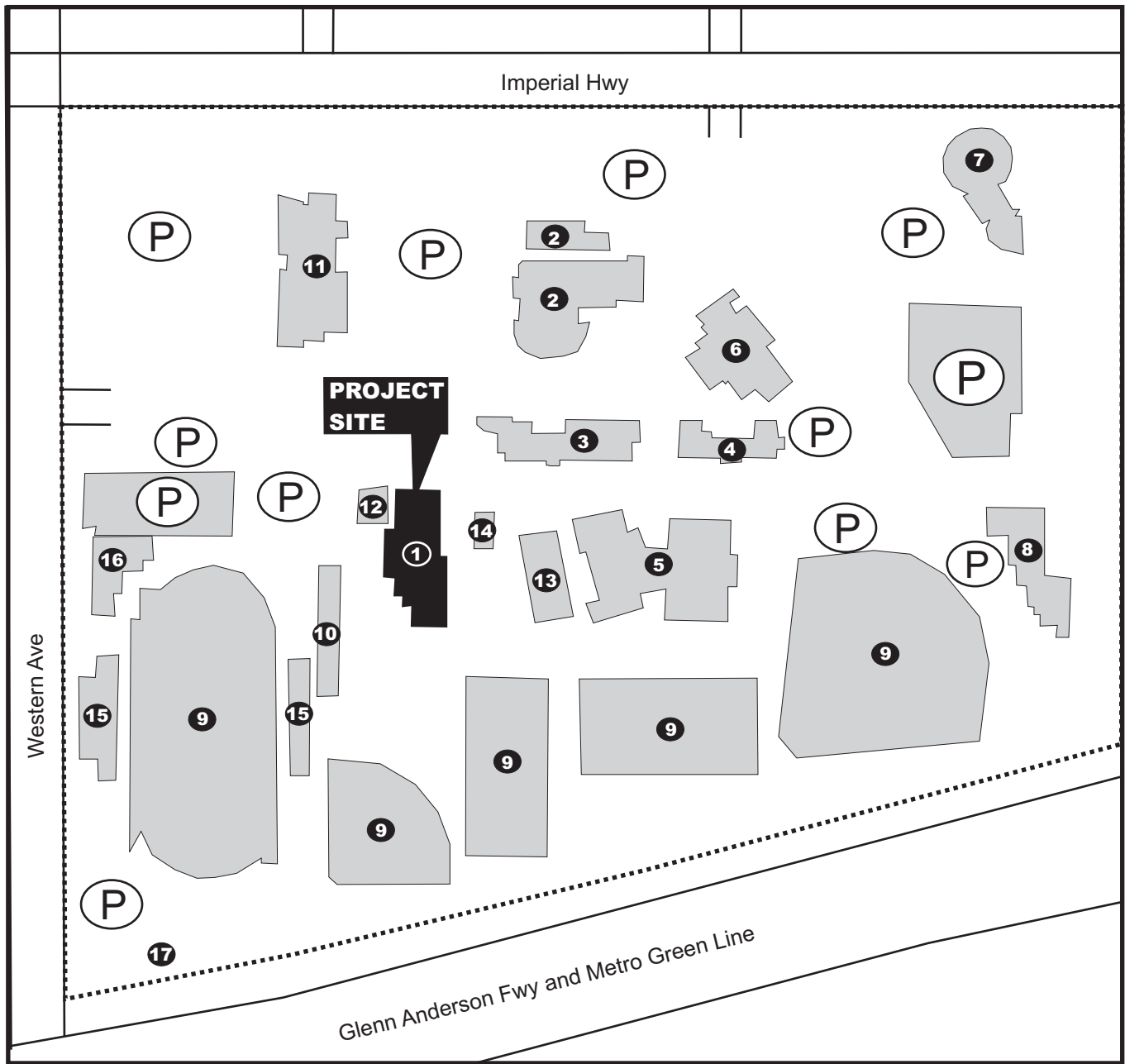
**LEGEND:**

- LACC Campus
- Middle College High School Project Site

SOURCE: TAHA, 2009



**FIGURE 1-3**  
**REGIONAL LOCATION**



LEGEND:

- New Middle College High School
  - ▤ LASC Campus
  - Ⓟ Parking Area
  - # Building/Use
- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>1. New Middle College High School</li> <li>2. Cox Building-Administration Offices/Theater</li> <li>3. Lecture Lab Building</li> <li>4. Technology Education Building</li> <li>5. Physical Education Building</li> <li>6. Student Services/Education Building</li> <li>7. Child Development Center/Classroom Building</li> <li>8. Maintenance/Operations-Shipping/Receiving</li> <li>9. Athletic Field</li> </ul> | <ul style="list-style-type: none"> <li>10. Central Plant</li> <li>11. Student Services/Activities Center</li> <li>12. Campus Police Station</li> <li>13. Pool</li> <li>14. Pool Building</li> <li>15. Bleachers</li> <li>16. Field House</li> <li>17. Existing Middle College High School-Portables</li> </ul> |
|---|--|

SOURCE: LASC, 2009



FIGURE 1-2

SITE PLAN



## 2.0 IMPACT ANALYSIS

### 2.1 PREVIOUSLY DISCLOSED IMPACTS

The Los Angeles Southwest College Master Plan Final EIR (Final EIR) disclosed that implementation of the Facilities Master Plan would result in certain significant impacts. Analysis contained in the Final EIR concluded that the following impacts would remain significant after the implementation of the following mitigation measures:

1. Air Quality – operational and cumulative impact on Nitrogen Oxide Emissions; and
2. Utilities and Service Systems – cumulative impact from increased water demand.

The Final EIR concluded that all other impacts could be mitigated to a less-than-significant level. No other significant impacts were found.

### 2.2 CEQA COMPLIANCE

An Addendum to the LASC Master Plan Final EIR is permitted under CEQA Guidelines Sections 15162 and 15164, which allows for projects where there are no substantial changes in to the project, or in circumstances surrounding the project, and where the project would not have new significant impacts or more severe impacts than those previously disclosed in the previously certified Final EIR. Appendix A provides verbatim excerpts of the CEQA Guidelines Sections 15162 and 15164. To summarize, sections 15162 and 15164 of the CEQA Guidelines state that an addendum to a previously certified EIR can be prepared for a project if the criteria and conditions summarized below are satisfied:

- **No Substantial Changes.** There are no substantial changes proposed in the project that will require major revisions to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- **No Change in Circumstances.** No substantial changes to the circumstances regarding the project have taken place that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- **No Substantial New Information.** There is no new information of substantial importance that was not known or could not have been known at the time of the previous EIR that shows the following:
  - The project will have one or more significant effects not discussed in the previous EIR;
  - Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; and
  - Mitigation measures or alternatives which are substantially different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Each of the above conditions is satisfied because:

1. The proposed project described in Section 1.5, Project Description, would not result in new significant environmental effects. The proposed project would relocate the Middle College High School from temporary portables in the southwest corner of the campus near the I-105, to a permanent facility in the middle of the campus. This would further reduce any potential effects to students related to pedestrian safety and air quality health risks due to proximity to the freeway.
2. The proposed project would involve the demolition of the Receiving Building, existing pool and associated pool equipment building. The existing pool and pool equipment building were constructed prior to the establishment of the no build setback zone and are currently located in the no build setback zone of the Newport-Inglewood Fault Zone and were identified for removal in the Master Plan. Their removal would eliminate a potential seismic hazard related to fault rupture. The proposed project would not result in any new significant environmental impacts related to geological hazards but would instead result in a beneficial impact.
3. There is no substantial new information which reveals significant impacts not identified in the Final EIR. LAUSD would fund the construction and operation of the proposed Middle College High School building. The school is currently operating on the campus in temporary buildings. Enrollment is not anticipated to change. Further, construction related impacts are not anticipated. Therefore, all significant impacts that were disclosed in the Final EIR remain the same or will be mitigated. Significant effects previously identified in the Final EIR have not become more severe. There are no mitigation measures that were previously feasible that are now infeasible. Therefore, the changes to the LASC campus as a result of the proposed project for the Middle College High School would not constitute substantial new information as defined in the CEQA Guidelines.
4. Circumstances and existing conditions on and surrounding the project site have not changed from those depicted in the Final EIR.

## 2.3 COMPARISON OF PROJECT TO PREVIOUS FINDINGS

The findings of the Final EIR and any associated mitigation measures are summarized below to provide a basis of comparison for the construction and operation of the proposed Middle College High School building.

### 2.3.1 Aesthetics and Lighting

**Master Plan EIR Conclusions.** The Final EIR evaluated five topic areas within the Aesthetics and Lighting category: scenic highways, mature trees and landscaping, campus open space, shadows, and lighting. The Final EIR found that no significant impacts to scenic highways, campus open space, or lighting would occur.

*Scenic highways.* There are no designated scenic highways in the project vicinity and, as a result, no scenic highways would be affected by the proposed project.<sup>2</sup> Therefore, there would be no significant impacts related to scenic highways.

*Open space.* The Final EIR evaluated the construction of new buildings and the expansion of existing buildings that would result in a slight decrease in the amount of open space on campus from approximately 32.0 acres to approximately 30.4 acres. However, the majority of open space on campus

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<sup>2</sup>California Department of Transportation, *State Designated Scenic Highways*, accessed at [www.dot.ca.gov/hq/LandArch/scenic\\_highways/laangeles.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/laangeles.htm).  
TAHA 2009-032

was preserved and rendered more usable to the students and campus visitors. Therefore, there would be no significant impact related to open space.

*Lighting:* The Master Plan indicated that the Student Services/Activity building, Advanced Education Center, and a library expansion from the Cox building would be up to three stories in height. The shadow analysis determined that worst-case shadows from these buildings would be cast in the winter at 8:00 a.m. and at 4:00 p.m. The analysis determined that shadows from buildings greater than 35 feet in height would affect residences on the north side of Imperial Highway during the winter.

Mitigation Measure **AE1** was included in the Final EIR to mitigate shadow impacts to residences along Imperial Highway:

**AE1** Techniques to prevent shadows from new buildings being cast upon residential property along the north side of Imperial Highway, shall include, but are not limited to one of the following: the overall height of a building at the 50 foot setback line shall be limited to 35 feet; the buildings shall be set back farther than the recommended 50 feet; or the upper two stories of the buildings shall be stepped back to move the tallest part of the building farther away from the setback zone.

A cumulative analysis under the Master Plan EIR also determined that no cumulative impacts from aesthetics would occur.

**Middle College High School.** The proposed Middle College High School building would be located in the center of the LASC campus and located approximately 850 feet south of the residences along Imperial Highway. This structure is proposed to be two stories, approximately 30 feet in height, including a rooftop photovoltaic system. The longest shadow cast by this building would be 188 feet. Thus, the nearest sensitive uses, residences located to the north of the campus would be located too far away to be impacted by shadows from this proposed structure. The proposed Middle College High School Building is not near any scenic highways and would not result in a reduction of useable campus open space. Lighting for the new building would be installed to provide security and additional ornamental lighting may also be installed to accent the building and/or the surrounding landscaping. This lighting (which typically is at the level of 1 to 2 footcandles)<sup>3</sup> would not spillover outside the campus boundaries nor would it create glare that would adversely affect adjacent residences in any way. Therefore, the proposed Middle College High School building would have no impacts to scenic highways, campus open space, lighting, or shade and shadows. Similar, to the Master Plan EIR, no cumulative impacts from aesthetics would occur.

**Project Specific or Modified Mitigation Measures.** None required.

### 2.3.2 Air Quality

#### *Construction*

**Master Plan EIR Conclusions.** The Master Plan EIR air quality analysis estimated regional construction emissions associated with demolition of existing structures, grading, excavation, construction worker travel to and from project sites, delivery and hauling of construction supplies and debris to and from project sites, fuel combustion by on-site construction equipment, and architectural coating. The analysis indicated that regional construction emissions would result in a less-than-significant impact. However, the following mitigation measures were identified to ensure compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust):

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<sup>3</sup>A footcandle is a standard measure of illumination typically used for light poles and signs. Generally, a foot candle is the minimum amount of light necessary to fully illuminate one square foot. A major street intersection is generally illuminated at 1 to 1.5 foot candles.

- AQ1** The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily. Site-wetting shall occur often enough to maintain a ten percent surface soil moisture content throughout all earth-moving activities.
- AQ2** All unpaved parking or staging areas shall be watered at least once every two hours of active operations.
- AQ3** Site access points shall be swept/washed within thirty minutes of visible dirt deposition.
- AQ4** On-site stockpiles of debris, dirt or rusty material shall be covered or watered at least twice per hour.
- AQ5** All haul trucks shall either be covered or maintain two feet of freeboard.
- AQ6** All haul trucks shall have a capacity of no less than 14 cubic yards.
- AQ7** At least 80 percent of all inactive disturbed surface areas shall be watered on a daily basis when there is evidence of wind-driven fugitive dust.
- AQ8** Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.
- AQ9** If construction activities occur within 500 feet of the Child Development Center, the Child Development Center shall be temporarily relocated to an area that is 500 feet from any construction activities.

A cumulative analysis under the Master Plan EIR also determined that no cumulative impacts from air quality construction would occur.

**Middle College High School.** Construction of the Middle College High School building was not accounted for in the construction emissions estimates presented in the Master Plan EIR. Emissions associated with new construction activity were estimated using the URBEMIS2007 emissions inventory model and added to the regional emissions calculated in the Master Plan EIR. **The construction emissions analysis accounted for a 40,000 square foot building to accommodate 400 high school students.** As shown in **Table 2-1**, regional emissions would still not exceed the SCAQMD significance thresholds after the addition of new construction emissions. Construction emissions would still result in a less-than-significant impact. Similar, to the Master Plan EIR, no cumulative impacts from air quality construction would occur.

<b>TABLE 2-1: REGIONAL CONSTRUCTION EMISSIONS</b>					
<b>Construction Phase</b>	<b>Pounds per Day</b>				
	<b>CO</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub></b>
Middle College High School Maximum Emissions	20	17	41	<1	14
2003 Master Plan EIR Maximum Emission	32	45	54	3	115
Total Emissions	52	62	95	3	129
SCAQMD Significance Thresholds /a/	550	75	100	150	150
Significant Impact?	No	No	No	No	No
<b>Note:</b> CO = carbon monoxide, ROG – reactive organic compounds, NO <sub>x</sub> = nitrogen oxides, SO <sub>x</sub> = sulfur oxides, PM <sub>10</sub> = particulate matter 10 microns or less in diameter. <b>SOURCE:</b> TAHA, 2009.					

**Project Specific or Modified Mitigation Measures.** None required

### **Operations**

**Master Plan EIR Conclusions.** The Master Plan EIR air quality analyzed mobile source emissions associated with regional emissions and localized carbon monoxide (CO) concentrations. The analysis indicated that operational emissions would result in less-than-significant operational impacts. As such, the Master Plan EIR did not include mitigation measures associated with air quality operational emissions.

A cumulative analysis under the Master Plan EIR also determined that no cumulative impacts from operational air quality would occur.

**Middle College High School.** The Middle College High School currently operates in portable classrooms in a temporary location at the southwest corner of the LASC campus. The proposed Middle College High School building would not increase enrollment and, therefore, would not change the traffic volumes utilized in the Master Plan EIR. As such, regional emissions and localized CO concentrations associated with mobile sources would not change from what was presented in the Master Plan EIR. Regional emissions and localized CO concentrations would still result in less-than-significant impacts. Similar, to the Master Plan EIR, no cumulative impacts from operational air quality would occur.

**Project Specific or Modified Mitigation Measures.** None required.

### **2.3.3 Geology**

**Master Plan EIR Conclusions.** The Final EIR assessed geological hazards related to soil stability, seismicity, liquefaction, landslide, and tsunamis. The Final EIR states that some soils within the project site may contain artificial fill soils which may not be suitable for construction. These soils can be prone to shrinking, swelling, or lurching, which could affect structures by undermining the integrity of the structure foundation and would result in a significant impact. Additionally, the project site is bisected by two main fault zones and several associated secondary faults of the Newport-Inglewood fault zone and could be subject to strong ground shaking and possible surface rupture. Both of these conditions would result in significant impacts.

The Alquist-Priolo Act and State seismic building codes require setbacks for buildings which will occur near an earthquake fault or within an Earthquake Fault Zone. According to the MACTEC report, setback zones are commonly set at 50 feet unless the boundaries of the fault are poorly constrained, justifying larger setback zones.<sup>4</sup> Based on data obtained regarding the location orientation, and width of faulting, it was the geologists' determination that the areal limits of the fault identified within the campus are well constrained and a setback distance of 50 feet would be sufficient. Mitigation would reduce the level of impact to less than significant for both geologic materials and soils and seismicity.

With regards to landslide, liquefaction, or tsunami hazards, the project site is not in areas prone to these hazards; thus, no impact would occur.

The following mitigation measures to reduce geology impacts to a less-than-significant level were specified in the Final EIR:

**GS1** Soils shall be evaluated on a project-by-project basis to determine the types of soil present in a proposed building location and the integrity of the soil to withstand ground shaking. Based on results of the evaluation, appropriate design and engineering features will be used in building

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<sup>4</sup>MACTEC, *Report of Geotechnical Investigation Proposed South Region High School No. 6*, June 3, 2008.



construction. The criteria for leaving surficial soils in place should be consistent with the grading specifications approved by the Division of the State Architect.

- GS2** Establish a minimal 50-foot “no-build” setback zone from the surface projection of known fault zones within the campus. No structure designed for human occupancy will be constructed within the “no build” setback zones defined within the campus boundary.
- GS3** No structures designed for human occupancy shall be constructed in areas identified as “unevaluated”. Unevaluated areas shall be subject to site-specific geotechnical analysis by a State certified geologist prior to architectural design and construction as required by the Division of the State Architect.
- GS4** All construction shall conform to the requirements of the Division of the State Architect and the Standards of the current Uniform Building Code.

A cumulative analysis under the Master Plan EIR also determined that no cumulative impacts from geology would occur.

**Middle College High School.** Ground shaking would affect the entire site and the impacts related to ground shaking would remain the same despite changes to the Master Plan. Approximately 48 percent of the campus is buildable space.<sup>5</sup> This excludes areas in setback zones, unevaluated campus areas for potential faults, the stadium, and athletic field area interspersed between setback and unevaluated zones. **Figure 2-1** shows the campus setback zones that have been established through the geotechnical studies. Several buildings targeted for demolition as part of the Master Plan exist within the proposed set-back zones. Similar to the Master Plan EIR, no cumulative impacts from geology would occur.

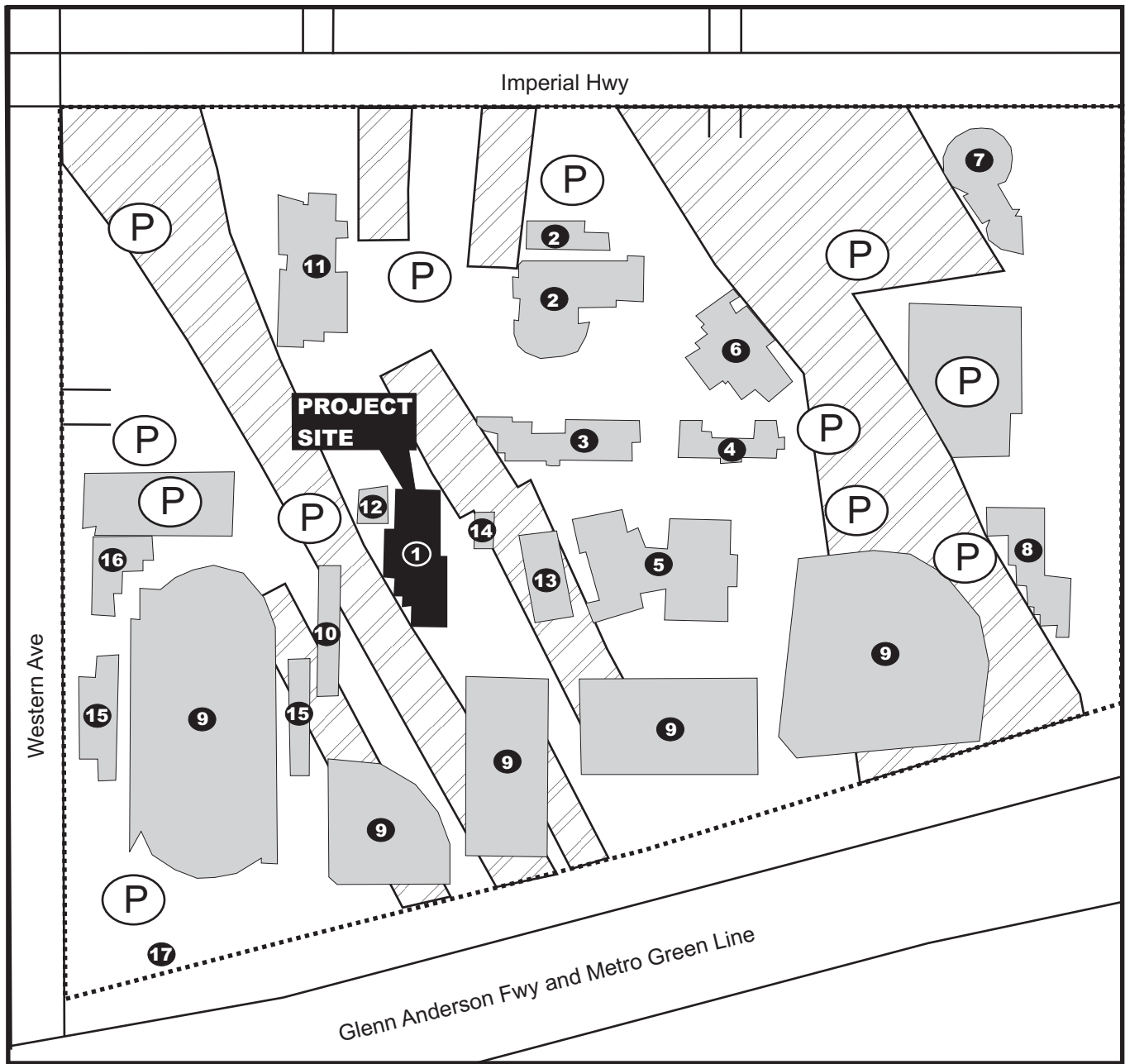
Previously, the locations of campus faults were defined through two geologic surveys completed by MACTEC for LASC. The first report was completed in 1991 and the second report was completed in March 2003 which supplements and expanded upon the 1991 geologic report. The reports characterized the presence, location, and relative age of fault movement on campus.

An additional report, *Report of Fault Rupture Hazard Investigation Proposed South Region High School No. 6 Site 13*, was completed in July 23, 2007 to analyze the proposed location for the new Middle College High School building. Two trenches were excavated for the investigation in which one trench is located at the previously identified fault location and the second trench is located over the area where the new building locations are proposed. The trench in the previously identified fault area again unearthed fault traces consistent with previous investigations. The trench in the area of the proposed building did not encounter any fault traces and the report concluded that no additional building setbacks were warranted. As such, the proposed building would be located on the campus in an area that has been evaluated for faulting and found to be safe for structures designed for human occupancy. In conclusion, the proposed building is located within the Alquist-Priolo Study Zone, however, the buildings shall be set back to the required minimal 50 feet from the fault. Hazards due to fault rupture are a significant, but results in a mitigable impact.

In addition to the 2007 fault rupture report, a geotechnical investigation was completed on June 3, 2008 by MACTEC, titled, *Report of Geotechnical Investigation Proposed South Region High School No. 6*. The results of the investigation found that some of the existing fill material on the proposed building site was not considered suitable for the building, floor slabs, paving, or other hardscape. The investigation determined that the proposed high school building may be supported on spread footings established in the

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<sup>5</sup>Buildable space was calculated using Master Plan *Figure 2-6 Available Development Areas* plus currently developed building area.



LEGEND:

Project Site     
  LASC Campus     
  Setback Zone     
 P Parking Area

Building/Use

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>1. New Middle College High School</li> <li>2. Cox Building-Administration Offices/Theater</li> <li>3. Lecture Lab Building</li> <li>4. Technology Education Building</li> <li>5. Physical Education Building</li> <li>6. Student Services/Education Building</li> <li>7. Child Development Center/Classroom Building</li> <li>8. Maintenance/Operations-Shipping/Receiving</li> <li>9. Athletic Field</li> </ul> | <ul style="list-style-type: none"> <li>10. Central Plant</li> <li>11. Student Services/Activities Center</li> <li>12. Campus Police Station</li> <li>13. Pool</li> <li>14. Pool Building</li> <li>15. Bleachers</li> <li>16. Field House</li> <li>17. Existing Middle College High School-Portables</li> </ul> |
|---|--|

SOURCE: LASC, 2009

FIGURE 2-1



stiff and dense undisturbed natural soils and/or properly compacted fill. Mitigation Measure **GS1** requires that soils be evaluated on a project by project basis to determine appropriate design and engineering features. The 2008 report provides recommendations for design and engineering features for the proposed Middle College High School Building, including specifications for foundations, floor slab support, walls below grade, paving, and grading.

The specific design and engineering features contained in this report satisfy the conditions specified under Mitigation Measure **GS1** as documented in the Final EIR. These design and engineering features would ensure that the potential for soil swelling or shrinking would not impact the new Middle College High School Building.

Implementation of Mitigation Measure **GS2**, establishing a setback zone from known faults traversing LASC's campus will ensure that impacts due to fault rupture are reduced to a level of no impact because buildings will not be constructed within the zone of possible ground rupture. The 50-foot "no-build" zone would ensure that the Middle College High School building proposed in an Alquist-Priolo Zone would be constructed according to specifications in the Alquist-Priolo Act.

Implementation of Mitigation Measures **GS3** and **GS4**, would ensure that construction of the new Middle College High School Building shall occur in areas that have not been evaluated and all new construction shall comply with Field Act requirements (Education Code §§17280-17317 and 80030-81149). The Field Act establishes minimum structural standards for the design and construction of school buildings. Under the Field Act, school buildings are required to be built to more stringent seismic safety requirements than standard buildings. Field Act compliance is required by the DSA, the jurisdictional authority within California that oversees the construction of public schools. Site conditions have not changed and no new landslide, liquefaction or tsunami impacts are anticipated.

Therefore, implementation of mitigation measures **GS1** through **GS4** would reduce potential impacts to less-than-significant levels.

**Project Specific or Modified Mitigation Measures.** None required.

#### **2.3.4 Hazards & Hazardous Materials**

**Master Plan EIR Conclusions** The Final EIR evaluated five topic areas within the Hazards and Hazardous Materials category: subsidence/methane gas, soil and/or groundwater contamination, asbestos materials, lead-based-paints, and poly-chlorinated biphenyls. The Final EIR found that no significant impacts from subsidence/methane gas, soil and/or groundwater contamination, asbestos materials, lead-based paint or poly-chlorinated biphenyls would occur with implementation of Mitigation Measures **HHM1** through **HHM4**.

*Subsidence/Methane Gas.* The proposed project contains one known oil well located in the south central portion of the project site that was properly abandoned. Six additional oil wells were located along the southern boundary of the college, although it is unclear from historic data whether or not these sites were within LASC's borders. In addition, unreported "wildcat" oil wells could be on or near the proposed project site. Mitigation was proposed under the unlikely condition that a wildcat well is discovered. Based on the available information on location of the known and possible oil wells, no impacts from subsidence were anticipated.

*Soil and/or Groundwater Contamination.* Records showed four leaking underground storage sites located within one-half mile of the proposed project area and seven underground/aboveground storage tanks located within one-quarter mile. Based on their distance and direction from the subject property, any

potential contamination from these sites would not have migrated onto the proposed project site.<sup>6</sup> There were no areas of concern regarding migration of subsurface contamination from off-site sources.<sup>7</sup> No impact related to soil and/or groundwater contamination was anticipated.

*Asbestos Materials.* Renovation and/or replacement of buildings containing asbestos could create health hazards to workers at construction sites, and staff and students within the vicinity of these sites. Due to the age of the buildings within the proposed project area, there was potential for the existence of asbestos, and therefore, would result in a significant but mitigable impact.

*Lead-Based Paints.* Renovation and/or replacement of buildings containing leaded paint could create health hazards to workers at construction sites, and staff and students within the vicinity of these sites. Improper disposal of lead-based paint removed during renovation or demolition could also pose a hazard. Due to the age of the buildings within the proposed project area, there was potential for the existence of leaded paint, and therefore, would result in a significant but mitigable impact.

*Poly-chlorinated Biphenyl.* The removal of electrical transformers and lighting ballasts that contain PCBs could create health hazards to workers at construction sites, and residents and employees within the vicinity of these sites. One ground-mounted electrical transformer was observed on the eastern border of the subject site. Due to the removed location of the transformer, and that it is not scheduled for removal, no impact was anticipated.

The following mitigation measures to reduce hazards and hazardous material impacts to a less-than-significant level were specified in the Final EIR:

- HHM1** If during construction previously unidentified abandoned oil wells are found, construction will be halted until the wells are properly abandoned according to current standards.
- HHM2** If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. Construction will be halted until a Phase Two Environmental Site Assessment is completed to characterize the nature and extent of the contamination. If contamination is found, remediation will be required in accordance with State and local laws.
- HHM3** For those campus facilities affected by the Master Plan, lead-based paint testing should be conducted due to the deteriorating condition of many painted surfaces. All materials identified as containing lead shall be removed by a licensed lead-based paint/materials abatement contractor.
- HHM4** For those campus facilities affected by the Master Plan, asbestos sampling should be conducted to determine if building materials used in the construction of the structures in question have an asbestos fiber content. All material identified as containing asbestos shall be removed and/or encapsulated by a licensed asbestos abatement contractor as provided by the provisions of Rule 1403 of the South Coast Air Quality Management District (SCAQMD) Rules and Regulations.

A cumulative analysis under the Master Plan EIR also determined that no cumulative impacts from hazards and hazardous materials would occur.

**Middle College High School.** As part of the LAUSD process for constructing new school facilities, several additional hazards were screened for potential impacts. These included potential hazards from:

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<sup>6</sup>*Ibid.*

<sup>7</sup>*Ibid.*

- Pipelines transporting hazardous materials located within 1,500 feet. The State Fire Marshall identified a single 20-inch crude oil pipeline located approximately 400 feet south of the campus.
- Rail lines located within 1,500 feet. The MTA Green Line Light Rail is located approximately 175 feet south of the campus in the middle of the I-105 freeway.
- High voltage power lines located within 350 feet. Two underground 138 kV power lines are located adjacent to the campus to the west beneath Western Ave. Additionally, one above ground 138 kV power line is located adjacent to the southwestern corner of the campus.

The proposed new Middle College High School building will not create or exacerbate risks from these three hazards as the new location is situated farther from these hazards than the existing high school classrooms.

In addition to the hazards listed above, several new technical studies were completed to assist in the hazards and hazardous materials analysis of the proposed project. The information reviewed for the development of the revised hazards and hazardous materials impacts analysis was obtained from the reports listed below.

- Planning Center, *Phase I Environmental Site Assessment, Los Angeles Unified School District Proposed South Region High School #6 (Site 13), Los Angeles, Ca 90047*, December 12, 2007 (Phase I ESA)
- ENSR/AECOM, *Preliminary Environmental Assessment, Los Angeles Unified School District Proposed South Region High School No. 6-Site 13 Los Angeles, California 90047*, June 4, 2008 (PEA)
- Weston Solutions, Inc., *Health Risk Assessment for South Region High School #6 (Site 13)*, March 2008 (HRA)
- California EnSIGHT, Inc., *Mitigation Evaluation Report for LAUSD South Region High School #6 (Site 13)*, June 5, 2008.

The following analysis of the potential hazards and hazardous material impacts associated with the development of the proposed project is based on the Phase 1 ESA, the PEA, and the HRA.

**Volatile Organic Compounds (VOCs).** According to the PEA field investigation, the sampling revealed levels of chloroform at concentrations above the risk-based human health screening levels. The chloroform concentrations are associated with the breakdown of chlorine from the swimming pool waters flowing into the landscaping area. A supplemental site investigation was recommended to confirm that the low levels of chloroform are isolated to the landscaping areas and do not present a risk. Concentrations of metals and all other VOCs were generally consistent with background levels. No herbicides or PCBs were detected in the soil samples analyzed from the project site. A supplemental site investigation, subject to approval by the DTSC, will be performed under Mitigation Measure **HHM5** to verify that these elevated chloroform levels are isolated and pose no risk to human health. Therefore, a less-than-significant impact associated with the presence of VOCs at the project site is anticipated upon implementation of mitigation measures.

**Hydrogen Sulfide (H<sub>2</sub>S).** The PEA indicated that concentrations of H<sub>2</sub>S were not above risk-based screening levels for human health. In addition, any new school construction would require compliance with a DTSC-approved mitigation system, including an impermeable membrane and subslab ventilation system. A DTSC-approved mitigation system is included as part of the proposed project and this system would prevent H<sub>2</sub>S from concentrating in enclosed spaces. Therefore, less-than-significant impacts associated with the presence of H<sub>2</sub>S are anticipated.

**Methane.** The PEA indicated that concentrations of methane were not above risk-based screening levels for human health. In addition, a component of the new construction would be a DTSC-approved mitigation system, including an impermeable membrane and subslab ventilation system. Implementation



of the DTSC-approved mitigation system at the project site would prevent methane from concentrating in enclosed spaces. Therefore, less-than-significant impacts associated with the presence of methane are anticipated.

**Risk Exposure Quantification.** There are no new risks to exposure since the analysis completed in the Final EIR. The 2008 HRA analysis quantified a risk characterization for carcinogenic exposure that totaled 6.2 in one million for adults and 2.5 in one million for students. Both levels are within the acceptable threshold as defined by the State of California of one in 100,000. For non-carcinogenic effects, the chronic hazard index identified for each toxicological endpoint totaled less than one for both students and staff, which was also within acceptable limits. While this exposure risk had not been quantified previously, it has existed since the analysis was completed for the Final EIR. Therefore, a less-than-significant impact exists related to exposure to carcinogenic and non-carcinogenic hazardous materials.

For exposure to criteria pollutants, the assessment quantified an emissions exposure to particulate matter having an aerodynamic diameter less than ten microns (PM<sub>10</sub>) from freeway traffic of 5.3 micrograms per cubic meter (µg/m<sup>3</sup>) which exceeded the significance threshold level of 2.5 µg/m<sup>3</sup>. The exposure to carbon monoxide and nitrogen dioxide emissions did not exceed the significance thresholds. The exposure to PM<sub>10</sub> emissions has been a short-term health risk to students and staff at the existing Middle College High School and would be a significant impact to the new permanent building. However, with the relocation of the Middle College High School, the distance to the source of this exposure, the I-105, would increase significantly and the corresponding health risk would decrease significantly. The Mitigation Evaluation Report recommended an additional mitigation measure, requiring the installation of an air filter for new building construction. The Mitigation Evaluation Report found that when comparing the relative change in exposure potential, the maximum average exposure concentration in the new building area was predicted to be less than or equal to 2.6 µg/m<sup>3</sup>. The Mitigation Evaluation Report identified a mitigation measure to install an air filtration system which would further reduce the indoor exposure concentration by at least 50 percent to 1.3 µg/m<sup>3</sup>. The Mitigation Evaluation Report also calculated a time-weighted exposure level based on time that students and staff spent indoors and outdoors. The time-weighted exposure for students and staff would be 2.05 and 1.74 µg/m<sup>3</sup> respectively, less than the 2.5 µg/m<sup>3</sup> threshold. Therefore, no new significant impacts from exposure to hazardous materials would occur.

In addition to the findings from the updated technical analyses, the prior findings under the Master Plan EIR would apply to the proposed Middle College High School. The sub-surface conditions of the site have not changed, and no new subsidence/methane gas impacts, soil or groundwater contamination impacts would occur. Additionally, the potential health hazards of working with or being near chemicals contained in lead-based paint and electrical fixtures of older buildings would remain the same. The same mitigation would apply to the Middle College High School, which would reduce the level of impact to a less-than-significant level.

**Project Specific or Modified Mitigation Measures.** In addition to the mitigation measures specified in the Final EIR, the following mitigation measures are required.

- HHM5** A Supplemental Site Investigation (SSI) shall be completed to DTSC specifications to determine the potential risk associated with elevated concentrations of chloroform. This scope and procedures carried out in the SSI shall be subject to all DTSC requirements.
- HHM6** New building construction shall contain an air filtration system to reduce the indoor air concentration of PM<sub>10</sub> by 50 percent as compared to the outside air.

Implementation of Mitigation Measure **HHM5** would determine the potential risk associated with elevated concentrations of chloroform. The SSI would result in further soil remediation if a threat to

human health is determined. Mitigation Measure **HHM6**, would reduce exposure to PM<sub>10</sub> emissions. The emissions exposure for the student and staff would not exceed the PM<sub>10</sub> significance threshold of 2.5 µg/m<sup>3</sup> and therefore, a less-than-significant impact is anticipated with implementation of mitigation.

After implementation of Mitigation Measures **HHM1** through **HHM6**, no new significant impacts associated with the release of hazardous materials would occur as a result of the proposed Middle College High School building. Similar, to the Master Plan EIR, no cumulative impacts from hazards and hazardous materials would occur.

### 2.3.5 Land Use & Planning

**Master Plan EIR Conclusions.** The project was found to comply with SCAG policies and with the Community Plan land use designation of Public/Quasi-Public.<sup>8</sup> However, according to the County of Los Angeles Zoning Map and Code, LASC is located within an Agricultural Zone (A-1). A college campus is not identified in the Los Angeles County Zoning Code as a use permissible in an A-1 zone. As such, the college is a non-conforming use. This inconsistency would be considered a significant land use planning impact.

The following mitigation measure was specified in the Final EIR:

**LUP1** In order to mitigate the zoning inconsistency, the LACCD Board shall undertake and accomplish one of the following: 1) Exempt LASC from the Los Angeles County Zoning Map and Code provisions for an Agricultural Zone that are inconsistent or in conflict with the continued use of the LASC campus as a college. 2) Apply for a zone change to be considered by the Los Angeles County Planning Commission to bring the zoning for the site into consistency with the West Athens/Westmont Community Plan. 3) Pursue a CUP which would put LASC into conformity with the conditions outlined in the zoning code for colleges and universities.

A cumulative analysis under the Master Plan EIR also determined that no cumulative impacts from land use would occur.

**Middle College High School.** The addition of the proposed Middle College High School building and associated infrastructure would not affect the findings of the Final EIR relating to regional land use. For the proposed Middle College High School, the only impact that would occur would be the construction of a building to house the Middle College High School students and their relocation from a temporary building on campus to a permanent building. The building would not exceed heights previously analyzed in the Final EIR and would be in keeping with the general campus aesthetic. No new land use impact would result from the proposed project. Similar, to the Master Plan EIR, no cumulative impacts from land use would occur.

**Project Specific or Modified Mitigation Measures.** None required.

### 2.3.6 Noise

#### *Construction*

**Master Plan EIR Conclusions.** The Final EIR evaluated construction noise levels at various nearby sensitive receptors. The Final EIR evaluated noise sensitive receptors on the proposed site or within the vicinity of the project site that included, but not limited to:

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<sup>8</sup>County of Los Angeles, *West Athens/Westmont Community Plan*, March 15, 1990.  
TAHA 2009-032

- YMCA Playtime for Tots
- Busy Bees Wonderland Pre-School
- Southwest College Day Care Center (on-site)
- Single-family residential uses on Imperial Highway
- St. Francis X Cabrini School
- Castle in the Clouds
- Moore's Day Care, Inc.

The analysis indicated that construction activity would result in a significant impact without mitigation. The following mitigation measures were identified to reduce construction noise impacts to less-than-significant levels:

- N1** Construction contracts shall specify that all construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.
- N2** Construction operations shall be staged as far from noise sensitive land uses as possible.
- N3** All sound-reducing devices and restrictions shall be maintained throughout the construction period.
- N4** When feasible, replace noise equipment with quieter equipment (for example, a vibratory pile driver instead of a conventional pile driver and rubber-tired equipment rather than track equipment).
- N5** Construction equipment shall be located as far as possible from noise sensitive areas.
- N6** Southwest College shall coordinate construction activities with St. Francis X Cabrini School and Southwest College Child Care Center to minimize the impacts of construction activities.
- N7** All residential units located within 450 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet, shall also be posted at the construction site. All notices and the signs 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.
- N8** A "noise disturbance coordinator" shall be established for the construction of the proposed project. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 450 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.

A cumulative analysis under the Master Plan EIR also determined that no cumulative impacts from construction noise would occur.

**Middle College High School.** The majority of construction noise would be generated during the construction of the high school building. Construction intensity and noise sources would be similar to what was assumed in the Master Plan EIR analysis and is shown in **Table 2-2**. Construction activity would typically generate an equivalent noise level ( $L_{eq}$ ) of 89 decibels (dBA) at a distance of 50 feet. Noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. The proposed high school would be located in the interior of the project site and away from the sensitive

receptors identified in the Final EIR. Mitigation Measure **N9** would ensure that construction noise impacts to surrounding Southwest College facilities would be minimized to the greatest extent feasible.

<b>TABLE 2-2: OUTDOOR CONSTRUCTION NOISE LEVELS</b>	
<b>Construction Phase</b>	<b>Noise Level (dBA, L<sub>eq</sub>)</b>
	<b>At 50 Feet</b>
Ground Clearing	84
Grading/Excavation	89
Foundations	78
Structural	85
Finishing	89

**SOURCE:** City of Los Angeles, Los Angeles CEQA Thresholds Guide, 2006.

The nearest sensitive receptors to construction activity would be single-family residences located approximately 850 feet north of the project along Imperial Highway. The construction noise level at these residences could reach approximately 64 dBA L<sub>eq</sub>. The new ambient noise would be 69.5 dBA L<sub>eq</sub> after being added to the existing ambient noise level of 68 dBA L<sub>eq</sub>. The maximum incremental noise level increase would be approximately 1.5 dBA, which would be below the 5-dBA construction noise significance threshold established in the Master Plan EIR. Construction of the proposed Middle College High School building would result in a less-than-significant noise impact. Similar, to the Master Plan EIR, no cumulative impacts from construction noise would occur.

**Project Specific or Modified Mitigation Measures.**

**N9** Prior to initiating construction, the construction contractor shall coordinate with the site administrator for Southwest College to discuss construction activities that generate high noise and vibration 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 as feasible.

**Operational**

**Master Plan EIR Conclusions.** The Master Plan EIR identified future noise levels associated with traffic, stadium activity, and a public address system. The analysis indicated that the public address system would result in a significant impact without mitigation. Operational noise from traffic and stadium activity were determined to be less-than-significant. The following mitigation measures were identified to reduce operational noise impacts from the public address system to less-than-significant levels:

**N9** The parking structure proposed on the west side of the campus shall be constructed in an open design on the south wall to avoid reflection of noise during large events onto residential properties south of the 105 Freeway.

**N10** The speaker configuration used for the public address system shall focus on and target the seating areas of the stadium. The speakers shall be oriented in a downward facing position into the seating areas.

**N11** Double pane glass windows shall be required on the walls of classroom buildings (new and existing) with a direct line-of-site to the stadium.

A cumulative analysis under the Master Plan EIR also determined that no cumulative impacts from operational noise would occur.

**Middle College High School.** The proposed project would not change the traffic volumes or the variables used in the analysis of the stadium and public address system. No new impacts would occur that are associated with these activities. The proposed high school would not include exterior activity space. High school-related activity would be confined to the interior of the proposed building and would be inaudible at sensitive receptors. Operation of the proposed Middle College High School would result in a less-than-significant noise impact. Similar, to the Master Plan EIR, no cumulative impacts from operational noise would occur.

**Project Specific or Modified Mitigation Measures.** Mitigation Measure **N11** from the Master Plan EIR has been revised to allow for an equivalent alternative to double pane glass windows, which reduce exterior to interior noise by 23 dBA.

**N11** Windows that reduce exterior to interior noise by at least 23 dBA shall be required on the walls of classroom buildings (new and existing) with a direct line-of-site to the stadium.

### 2.3.7 Pedestrian Circulation

**Master Plan EIR Conclusions.** The Final EIR determined there would be no impacts to pedestrian circulation.

**Project Specific or Modified Mitigation Measures.** None required.

#### **Middle College High School.**

**Existing Pedestrian Circulation.** The purpose of the pedestrian analysis is to assess potential pedestrian safety impacts caused by the project and, if necessary, to recommend potential mitigation measures. The proposed high school is an existing use and would continue to access existing pedestrian paths, which originate along Western Avenue and branch out into the residential neighborhoods.

Traffic controls adjacent to the project site include signalized and stop-controlled intersections, marked crosswalks and sidewalks. Seventeen intersections within one-half mile of the project site are signalized and provide pedestrian signal heads and marked crosswalks, which provide pedestrian safe routes. These pedestrian paths include the following locations:

- Imperial Highway at Van Ness Avenue, Wilton Place, Western Avenue, Denkar Avenue, Normandie Avenue, Budlong Avenue, and Vermont Avenue – All have marked crosswalks on north, west and east sides of intersection, except for Budlong, which does not have a marked crosswalk on the east side of the intersection;
- Van Ness Avenue at 116<sup>th</sup> and 120<sup>th</sup> Street – Marked crosswalk on all sides of intersections;
- Western Avenue at 108<sup>th</sup> Street, 111<sup>th</sup> Street, Los Angeles Southwest College Entrance, and 120<sup>th</sup> Street – All have marked crosswalks on north, west and east sides of intersection, except for Los Angeles Southwest College entrance which does not have a crosswalk on the south side of the intersection;
- Normandie Avenue at 108<sup>th</sup> Street, 110<sup>th</sup> Street, and 120<sup>th</sup> Street – Marked crosswalk on all sides of intersections; and
- Vermont Avenue at I-105, and 120<sup>th</sup> Street – Marked crosswalk on all sides of intersections.

The projected number of students who walk to and from the Middle College High School was determined by using mode split characteristics of LAUSD schools, based on surveys conducted for the *Los Angeles Unified School District Program EIR* by Meyer, Mohaddes Associates in January 2004. The following mode split was observed:



- Trips by car would total approximately 55 percent of all trips;
- Trips by walking or biking would total approximately 41 percent of all trips; and
- Trips via school bus, public transit, and other modes would total approximately 4 percent of all trips.

A total project size of 400 students was used to determine the proposed project pedestrian volumes. Applying the mode split data summarized above, the projected number of students walking to and from school would be approximately 164 students.

The two entrances to LASC at Western and Imperial Highway have crosswalks which contain pedestrian signal heads and marked crosswalks, allow pedestrians to safely cross. In addition, pedestrian signal heads and marked crosswalks are also located along Imperial Highway at the intersections of Van Ness, Wilton, Western, Normandie, Budlong, and Vermont Avenues. The relocation of the Middle College High School to the middle of the LASC campus would not result in an increase of students and would maintain the existing pedestrian paths of travel. The Middle College High School building would continue to be located on an existing education facility, resulting in a compatible land use. The existing sidewalk width and assembly area is of sufficient size to accommodate the pedestrian demand of 164 persons along the sidewalks that border the campus. Therefore, no impacts associated with walking from local neighborhoods for students are anticipated. Because the projected number of students would not change, no additional cumulative impacts from pedestrian circulation would occur.

**Project Specific or Modified Mitigation Measures.** None required.

### 2.3.8 Public Services

#### Master Plan EIR Conclusions

**Fire Protection.** The Master Plan EIR found that implementation of the Master Plan would not result in the reconfiguration of streets. No impacts to traffic were identified, and emergency response times were not anticipated to increase as a result of the implementation of the Master Plan. Therefore, no significant impacts to fire protection and emergency services were anticipated.

**Police Protection.** The Master Plan EIR determined that the addition of approximately 6,800 students would result in an increased need for on-campus security. The Final EIR determined that this increase would not affect off-campus police services but would result in a significant impact to on-campus police service. The determination of security personnel is based on the level of criminal activity (crime statistics for each campus are published monthly), current student enrollment, and any particular request for service on the part of the respective campus' administration.

The following mitigation measures to reduce public service impacts to a less-than-significant level were specified in the Final EIR:

**PS1** The Community College Sheriff's Bureau and LACCD in coordination with LASC shall increase the number of security personnel serving the LASC campus according to any increase in the level of criminal activity, current student enrollment, and particular requests from the LASC administration.

**PS2** If the contractor does not provide construction site security, then the Community College Sheriff's Bureau shall assign additional personnel to the LASC campus station as needed to assist in construction site security.

A cumulative analysis under the Master Plan EIR also determined that no cumulative impacts to public services would occur.

### **Middle College High School.**

**Fire Protection.** The Middle College High School currently operates in portable classrooms in a temporary location at the southwest corner of the LASC campus. The proposed Middle College High School project would not result in an increase enrollment. Therefore, the overall number of trips to and from the campus would remain the same. As such, impacts to fire and emergency response times would not change with implementation of the proposed Middle College High School project.

**Police Protection.** The projected number of students would be the same as evaluated in the Final EIR. Therefore, impacts from the proposed Middle College High School building on police services would be the same as those described in the Final EIR. The mitigation to reduce the level of impact to police services would be applicable to the Middle College High School.

Similar to the Master Plan EIR, no cumulative impacts to public services would occur.

**Project Specific or Modified Mitigation Measures.** None required.

### **2.3.9 Transportation & Traffic**

**Master Plan EIR Conclusions.** The Final EIR determined that no significant impacts related to the Congestion Management Program or operational parking would occur. However, the Final EIR determined that if regular evening classes were held at the same time as a peak-attendance stadium event, there would not be adequate parking on the campus and additional off-site parking arrangements would need to be made. The Final EIR determined that nine intersections within the campus vicinity would be impacted by the project. Project-generated trips when added to future background traffic levels would substantially affect the operation of these nine intersections. It was determined that impacts at all of the intersections could be mitigated through lane configuration changes.

The following mitigation measures to reduce transportation impacts to a less-than-significant level were specified in the Final EIR:

**TT1-TT9** Fund a proportionate share of the cost of the design and construction of the Adaptive Traffic Control System (ATCS) upgrade to the existing ATSAC system for the following intersections:

- Imperial Highway and Crenshaw Boulevard
- Imperial Highway and Van Ness Boulevard
- Century Boulevard and Western Avenue
- Century Boulevard and Normandie Avenue
- Imperial Highway and Normandie Avenue
- Imperial Highway and Vermont Avenue
- Imperial Highway and Western Avenue
- Western Avenue and the Campus Entrance
- Imperial Highway and Denker Avenue

**TT10** A campus traffic management plan should be developed that considers the impacts for each development milestone and the relative proportion of the full mitigation program that should be implemented at that stage of the Master Plan development.

**TT11** To address the College's parking needs during the interim years until the completion of the Master Plan, the College's construction staging plans will evaluate parking demand and recommend appropriate changes to the parking system to accommodate proposed interim

development. Changes to the parking system shall be undertaken as recommended to fully mitigate project parking impacts.

**TT12** Upon completion of stadium improvements, provisions shall be made for off-site parking and shuttle service as needed to handle parking overflow in the event of conflicting activities (i.e., other campus events).

A cumulative analysis under the Master Plan EIR also determined that no cumulative impacts from traffic would occur.

**Middle College High School.** The Middle College High School currently operates in portable classrooms in a temporary location at the southwest corner of the LASC campus. The proposed Middle College High School project would not result in an increase in enrollment; therefore, the corresponding number of trips would remain the same. Similar, to the Master Plan EIR, no cumulative impacts from related to transportation and traffic would occur.

**Project Specific or Modified Mitigation Measures.** None required.

### 2.3.10 Utilities & Service Systems

**Master Plan EIR Conclusions.** Water supply to the campus, the amount of wastewater and solid waste generated, stormwater runoff, electricity, and natural gas usage were analyzed in the Final EIR. Current usage/generation was assessed for each topic area as well as projected levels under the Master Plan. Implementation of the Master Plan would not result in a significant impact to any of these areas because existing facilities providing service to supply water and energy to the campus or processing its waste would be adequate. However, in order to create a more “green” campus, LASC shall comply with mitigation measures that promote water and energy efficiency.

The following mitigation measures to reduce utility and service systems impacts to a less-than-significant level were specified in the Final EIR:

**USS1** Water efficient landscaping and native and drought tolerant plants shall be used wherever possible.

**USS2** Landscaping design shall incorporate the use of high efficiency irrigation systems.

**USS3** Proposed projects shall be equipped with wastewater conservation fixtures including low flow toilets.

**USS4** The projects shall exceed local building codes in water reduction.

**USS5** LASC shall facilitate the construction of a water reclamation system to supplement its water supply.

**USS6** Exceed the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) 1999 energy performance requirements by 15 percent for new construction and 10 percent for major renovation projects.

**USS7** Select buildings’ orientation optimize the use of natural light.

**USS8** Optimize buildings’ energy performance by using features such as cool roofs (light colored roofs to reflect heat), high thermal insulation to help maintain constant indoor temperatures, and operable windows.

**USS9** Utilize solar power to supplement energy needs with renewable sources.

A cumulative analysis under the Master Plan EIR also determined that the reliability of water supply resources is a continuing issue faced by MWD.<sup>9</sup> LASC will employ steps to reduce its water consumption, and a less-than significant impact to utility and service systems would result. However, even with implementation of mitigation, the proposed Master Plan would contribute to an increased demand, and a significant and unavoidable cumulative impact to water supply could potentially result.

**Middle College High School.** Because the projected number of students would not change, the Middle College High School project would not affect the findings of the Final EIR regarding water, wastewater, solid waste, and energy and no new or additional impacts to utilities or service systems are anticipated. Further, no additional cumulative impacts from utilities and service systems would result from the proposed Middle College High School project.

**Project Specific or Modified Mitigation Measures.** None required.

## 2.4 EFFECTS DETERMINED NOT TO BE SIGNIFICANT

In Chapter 6.0 Effects Determined Not to be Significant of the Master Plan EIR, certain CEQA topic areas were not discussed because these effects were considered not significant or not expected to occur. These topic areas are:

- Agricultural Resources
- Biological Resources
- Cultural Resources
- Hydrology/Water Quality
- Mineral Resources
- Population and Housing
- Recreation
- Scenic Resources
- Schools

These topic areas were revisited and analyzed for the proposed project. The analysis revealed that each of these environmental issues would remain unaffected and no new information or impacts would result from the construction and operation of the proposed Middle College High School building on the LASC campus.

## 2.5 CONCLUSION

The Final EIR, as modified by this Addendum, may be used by the LACCD and by LAUSD, acting as a Responsible Agency under CEQA, in their consideration of the request to construct and operate the proposed Middle College High School on the LASC campus.

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<sup>9</sup>Metropolitan Water District of Southern California, *Report on Metropolitan's Water Supply, A Blueprint for Water Reliability*, March 25, 2003.

## Appendix A

### CEQA Guidelines Sections 15162 and 15164



14 CA ADC § 15162

Term  
14 CCR § 15162

Cal. Admin. Code tit. 14, § 15162

BARCLAYS OFFICIAL CALIFORNIA CODE OF REGULATIONS  
TITLE 14. NATURAL RESOURCES  
DIVISION 6. RESOURCES AGENCY  
CHAPTER 3. GUIDELINES FOR IMPLEMENTATION OF THE CALIFORNIA ENVIRONMENTAL  
QUALITY ACT  
ARTICLE 11. TYPES OF EIRS

This database is current through 3/6/09, Register 2009, No. 10  
§ 15162. Subsequent EIRs and Negative Declarations.

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

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

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

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

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

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

(c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

(d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

Note: Authority cited: Section 21083, Public Resources Code. Reference: Section 21166, Public Resources Code; *Bowman v. City of Petaluma* (1986) 185 Cal.App.3d 1065; *Benton v. Board of Supervisors* (1991) 226 Cal.App.3d 1467; and *Fort Mojave Indian Tribe v. California Department of Health Services et al.* (1995) 38 Cal.App.4th 1574.

14 CA ADC § 15164

Term  
14 CCR § 15164

Cal. Admin. Code tit. 14, § 15164

BARCLAYS OFFICIAL CALIFORNIA CODE OF REGULATIONS  
TITLE 14. NATURAL RESOURCES  
DIVISION 6. RESOURCES AGENCY  
CHAPTER 3. GUIDELINES FOR IMPLEMENTATION OF THE CALIFORNIA ENVIRONMENTAL  
QUALITY ACT  
ARTICLE 11. TYPES OF EIRS

This database is current through 3/6/09, Register 2009, No. 10  
§ 15164. Addendum to an EIR or Negative Declaration.

(a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Note: Authority cited: Section 21083, Public Resources Code. Reference: Section 21166, Public Resources Code; Bowman v. City of Petaluma (1986) 185 Cal.App.3d 1065; and Benton v. Board of Supervisors (1991) 226 Cal.App.3d 1467.