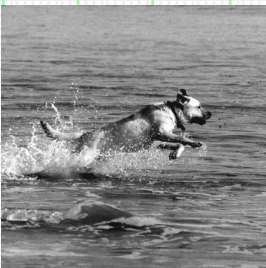


DRAFT

**West Los Angeles College
2009 Facilities Master Plan
Supplemental Environmental Impact Report**

Original EIR State Clearinghouse Number 2004051112

March 2010



Sirius Environmental

Los Angeles Community
College District

**WEST LOS ANGELES COLLEGE 2009 MASTER PLAN
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT**

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(available on CD in back pocket of EIR or on WLAC web site)

A	2009 Master Plan
B.	NOP and Responses
B.	Air Quality Modeling

1.0 INTRODUCTION AND SUMMARY

PURPOSE OF THE SUPPLEMENTAL EIR

The purpose of this Supplemental EIR is to evaluate the environmental effects associated with modifications to the previously approved West Los Angeles College Facilities Master Plan (2005 Master Plan). The 2005 Master Plan was analyzed in the certified Final Environmental Impact Report (2005 FEIR). The 2005 Master Plan was approved, and the 2005 FEIR was certified by Los Angeles Community College District (LACCD or District) Board of Directors in January 2005.

In November 2008, voters approved Measure J which included \$3.5 billion in bonds to upgrade class facilities at the nine Los Angeles Community College District's campuses. In light of these additional funds, a number of the unfunded facilities/buildings in the College's 2005 Master Plan have been able to move forward. These bond funds have also provided the College an opportunity to make some minor revisions to the proposed physical improvements. The resultant changes to the 2005 Master Plan are presented in the 2009 West Los Angeles Facilities Master Plan (2009 Master Plan, see Appendix A) and warrant consideration pursuant to the California Environmental Quality Act (CEQA). The details for the proposed modifications are presented in the Section 2.0 Project Description.

To comply with CEQA (Public Resources Code Sections 21000 et seq.) and *State CEQA Guidelines* (California Code of Regulations Sections 15000 et seq., hereinafter referred to as *Guidelines*), this Supplemental EIR (SEIR) to the certified 2005 FEIR has been prepared to evaluate the changes in the proposed 2009 Master Plan (2009 Master Plan).

Upon the LACCD Board of Directors review and approval of the 2009 Master Plan and the certification of the 2010 SEIR, the 2009 Master Plan will then be the approved 2010 West Los Angeles Facilities Master Plan (2010 Master Plan).

REGULATORY BACKGROUND

According to Section 15164(a) of the *Guidelines*, "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 supplemental EIR have occurred."

Section 15162 of the *Guidelines* lists the conditions, which would require the preparation of a supplemental EIR or negative declaration rather than an addendum. These include 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 measures 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.

The current changes in the 2009 Master Plan, described in detail in Section 2.0 of this Supplemental EIR, have been reviewed by LACCD in light of Section 15162 of the *Guidelines*. As the CEQA Lead Agency, LACCD has determined that none of the above conditions apply and an Addendum to the certified 2005 FEIR is the appropriate environmental documentation for the changes in the 2009 Master Plan.

The 2005 FEIR states on page 2.0-12 that, "[o]nce funding becomes available, the community center, media arts complex including theater, plant operations and storage facilities building, will be defined in greater detail and their environmental impacts analyzed in a new, subsequent or supplemental EIR." The community center is still not funded, but the plant operations and storage, and the media arts (now called the Watson Center that includes a 400 seat theater) are funded. Additionally, the following buildings identified in the 2005 FEIR are now funded: a new physical education facility (Allied Health and Wellness); a parking structure on lots 1 and 2 (North Parking Structure); and the high tech classroom building (Technology and Learning Center). These

buildings differ somewhat from the sizes analyzed in the 2005 FEIR. This Supplemental EIR analyzes these projects at the same level of detail as the funded projects analyzed in the 2005 FEIR.

Section 15163 of the State CEQA Guidelines provides that the lead or responsible agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

1. Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
2. Only minor revisions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

None of the conditions indicated in CEQA Section 15162 apply due to the limited nature of the changes in the 2009 Facilities Master Plan. Despite the limited nature of the changes, LACCD has chosen to prepare this Supplemental EIR to continue its ongoing good neighbor relations, outreach, and communications policy and to honor LACCD's agreement in the 2005 FEIR.

While it has been determined that the extent of impacts described in the 2005 EIR would change very little if at all from those described in the 2005 EIR, the District has chosen to modify and revise mitigation measures presented in the 2005 EIR to more accurately reflect recent construction experience on the site in terms of the practicalities of what is reasonable and feasible mitigation. Additionally, some mitigation measures from the 2005 FEIR are either not feasible (e.g. construction of noise berms along Stocker and Freshman) or have been completed and are no longer relevant. These measures are not included in the 2010 SEIR.

The areas of the buildings would change (as shown in Table 2-2), and the location of structures would change (see Figure 2-4); however, the on-site student population would decrease (see discussion in Section 2) compared to what was discussed in the 2005 FEIR. Therefore, impacts associated with student population (operational impacts) would remain the same or less than as discussed in the 2005 FEIR. Overall construction impacts on the campus would be similar (although slightly greater as a result of extended construction and additional building area) to those analyzed in the 2005 FEIR. Aesthetic impacts of the new buildings can now be assessed as the massing of each building has been identified. As indicated in Section 2, some of the buildings would be taller than anticipated in the 2005 FEIR, but not substantially taller than other on-campus buildings.

INCORPORATION BY REFERENCE

The following document was used in the preparation of this Supplemental EIR, and is incorporated herein by reference, consistent with Section 15150 of the *Guidelines*:

- Los Angeles Community College District, “*2005 Final Environmental Impact Report for the West Los Angeles College Facilities Master Plan and Appendices*”.

This document (including all appendices) is available for review during regular business hours at West Los Angeles Community College.

The mitigation measures in the 2010 SEIR supersede the measures in the 2005 FEIR; measures in any prior reports, negotiations, representations or agreements are similarly superseded. The District intends to implement practical feasible measures that effectively reduce impacts in accordance with the requirements of CEQA.

LEAD AGENCY

LACCD is the Lead Agency in accordance with Section 15367 of the CEQA Guidelines, which 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 Master Plan Update 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

INTENDED USES OF THE SEIR

This Supplemental EIR is prepared at the direction and under the supervision of LACCD. As discussed above, LACCD is the project proponent and also the Lead Agency under CEQA. The intended use of this Supplemental EIR is to assist 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.

PUBLIC REVIEW AND COMMENTS

A Notice of Preparation (NOP) for this EIR was issued on December 4, 2009 (see Appendix B), by the Lead Agency. Information, data, and observations resulting from comments received during this period 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.

AREAS OF CONTROVERSY

The ongoing construction impacts primarily noise associated with construction activities and dust impacts associated with grading of the secondary access road have been of concern to some adjacent residents.

SUMMARY OF EFFECTS

In Section 3.0 Environmental Setting, Impacts and Mitigation Measures, a thorough analysis has been conducted of each of the potential effects addressed in the 2005 FEIR.

The following **Table 1-1** summarizes impacts and mitigation measures associated with the 2009 Master Plan. In general the SEIR reaches the same conclusions as the 2005 FEIR with one exception.

Because of the extension of the 2010 construction completion date to the now anticipated 2013 construction completion date, the extension of construction hours (to allow greater flexibility and efficiency and potentially alleviate peak hour traffic) and the changes to the revised mitigation measures, LACCD has chosen to approach the remainder of the project in a conservative fashion. Based on this chosen posture, LACCD has determined that construction noise impacts are potentially significant, even though the 2005 FEIR determined that impacts could be reduced below a level of significance. The changes in this SEIR are limited to this exception despite LACCD's anticipation that the revised mitigation measures will have similar or greater effects to those presented in the 2005 FEIR.

**TABLE 1-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Mitigation Measures ¹	Impact Comparison to 2005 FEIR and Level of Significance After Mitigation
Aesthetics (Visual Resources)		
<p>Visual Quality, Character, & Resources: With the incorporation of the Design Guidelines, the project as proposed is expected to be appropriate to its' setting and consistent in scale and design with, and in scale with the surrounding development. Less than significant impacts to the visual quality, character, and resources of the campus would occur.</p>	<p>V-1: New buildings and renovations to existing buildings shall adhere to the standards, criteria, and guidelines in the 2009 Master Plan to ensure compatibility and cohesion in terms architectural design, scale, massing, and siting. Reflective, mirrored, or dark glass shall not be installed on the exteriors of the new buildings on the campus. Additionally, proposed Master Plan projects and improvements shall comply with the 2009 Master Plan.</p> <p>V-2: The District has developed and will continue to abide by the formal landscaping plan (set forth in the 2009 Master Plan) that includes provisions mandating the replacement (when necessary), retention, and maintenance of all existing trees along all portions of the College's perimeter. The District further agrees to implement all aspects of the landscaping designs set forth in this EIR and the College's Master Plan, including the planting of indigenous and drought resistant trees, shrubs, and plants.</p> <p>V-3: New trees have been and will continue to be planted to fill any gaps on Freshman Drive, Sophomore Drive, and Stocker Street and along the perimeter of the College campus. New trees, lighting, and landscaping shall comply with the 2009 Master Plan. [Landforms and landscapes were installed on the south side of Stocker Street in accordance with the College's Campus Aesthetic and Landscape Guidelines (August 10, 2004), and in consultation with the HOAs representing homeowners in the vicinity of Stocker Street; this landscaping will continue to be maintained.]</p> <p>V-4: Signage on the campus shall be consistent with the standards set forth in the 2009 Master Plan.</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>
<p>Scenic Vistas & Views: While the new buildings (ranging in height from 25 feet (Student Union) to 59 feet 6 inches (Allied Health) to 135 feet (Teaching Learning Center) would be visible from surrounding areas, the structures would not result in</p>	<p>None required.</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>

¹ These measures supersede (based on recent experience, practicality and effectiveness) and replace those presented in the 2005 FEIR. Compared to the 2005 FEIR all measures relating to construction of the now-completed secondary access road, as well as other completed and inapplicable measures have been deleted. As a result mitigation numbering has changed compared to the 2005 FEIR. Related to the 2005 FEIR mitigation measures was a Memorandum of Understanding (MOU) between adjacent homeowner associations (HOAs) and the Los Angeles Community College District (LACCD). This MOU is also superseded by the mitigation measures in this SEIR.

**TABLE 1-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Mitigation Measures¹	Impact Comparison to 2005 FEIR and Level of Significance After Mitigation
<p>significant adverse visual impacts to existing or potential future public views from the Baldwin Hills or existing residential neighborhoods located to the north and east.</p> <p>The completion of the structural and landscaping elements of the proposed Master Plan would introduce views of building on-campus visible between landscaping, but would not result in the creation of significant adverse impacts views from Stocker Street or from the limited number of private residences with potential northerly views of the campus.</p> <p>Implementation of the Master Plan would not result in significant adverse visual impacts on the views from the southwest entry-point vicinity.</p> <p>The proposed Master Plan’s buildings, parking structures, and landscaping elements that would become visible in views from the Freshman Drive vicinity would not result in significant adverse visual impacts to either public street or private residential views directed toward the campus.</p>		
<p>Shade/Glare and Artificial Light: As indicated in the 2005 FEIR, athletic field lighting could significantly increase nighttime light levels and could result in spillover impacts on sensitive residential uses to the</p>	<p>V-5: A Lighting Plan has been developed for the campus (including sports fields and facilities) and is incorporated in the 2009 Master Plan. Nighttime lighting must be located and designed (including, wherever appropriate, the incorporation of full-cutoff shielded fixtures or three-sided fixtures pointed at least 45 degrees below horizontal) to contain the light within the campus and avoid spillover lighting impacts on off-campus properties and</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>

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Description of Impact	Mitigation Measures¹	Impact Comparison to 2005 FEIR and Level of Significance After Mitigation
west. No substantial changes to athletic field lighting are proposed as part of the 2009 Master Plan compared to what was analyzed in the 2005 FEIR.	<p>surrounding communities. Use of netting that would create a visual barrier blocking out light and glare from the sports fields shall also be considered. All new lighting shall comply with the lighting standards set forth in the 2009 Master Plan, and shall meet all requirements of California lighting standards. Once installed, sports field and facilities lighting shall be scheduled to shut off no later than 11 p.m., except in the case of safety and/or emergency situations.</p> <p>V-6: Appropriate light mitigation measures shall be employed such that light levels from Master Plan buildings (as applicable) experienced by the surrounding communities shall comply with (i) then applicable California standards and (ii) Culver City standards existing as of December 2009, and (iii) LEED and ASHRAE standards as applicable.</p>	
Shade/Glare and Artificial Light: The installation of lighting standards could result in change in nighttime lighting conditions.	<p>V-7: New roadway lighting standards and fixtures (including replacement of existing fixtures) shall comply with the lighting standards set forth in the 2009 Master Plan, and those lighting standards shall meet all requirements of California lighting standards. Lighting standards and fixtures along the second access road shall be consistent in design throughout the length of the roadway and shall incorporate low-intensity lighting, shielded fixtures. Where appropriate, landscaping shall be provided for additional shielding.</p> <p>V-8: All modifications to roads within and surrounding the College that are located near residential areas shall be designed so as to minimize the impact from lights on the College's neighbors.</p>	Impacts would be similar to those addressed in the 2005 FEIR; less than significant.
Agricultural Resources		
The College's land is partially zoned A2 (Agricultural), however, there are no active agricultural uses on- or off-site. In addition, there is no known unique or prime farmland on the site. Thus, there would be no impact to agricultural uses or zones.	None required.	Impacts would be the same as to those addressed in the 2005 FEIR; no impact.

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Description of Impact	Mitigation Measures ¹	Impact Comparison to 2005 FEIR and Level of Significance After Mitigation
<p>Air Quality</p> <p>Construction Impacts: Remaining Master Plan construction activities (for purposes of analysis it was assumed that peak construction activities could coincide) would generate an estimated 67.54 pounds of carbon monoxide (CO), 36.48 pounds of reactive organic gases (ROG), and 114.28 pounds of nitrogen oxides (NOx) on the peak day, which for NOx (as in the 2005 FEIR) would exceed the South Coast Air Quality Management District (SCAQMD) recommended significance threshold for NOx of 75 pounds/day, respectively. Thus, with mitigation, NOx, emissions would be significant on peak construction days (grading activities) where construction activities at the different building sites overlap. In addition grading activities would result in localized significant impacts with respect to PM10 and PM2.5.</p> <p>Impacts related to construction of the secondary access road are no longer an issue as the roadway has been completed.</p>	<p>AQ-1: Apply soil stabilizers to inactive areas.</p> <p>AQ-2: Water exposed surfaces three times daily.</p> <p>AQ-3: Cover all stock piles with tarps.</p> <p>AQ-4: Water all haul roads three times daily.</p> <p>AQ-5: Reduce speeds on any unpaved roads to less than 15 miles per hour.</p> <p>AQ-6: Moisten soil not more than 15 minutes prior to moving soil and four times a day under windy conditions in order to maintain soil moisture of 12 percent.</p> <p>AQ-7: On the last day of active operations prior to a weekend or holiday, apply water or a chemical stabilizer to maintain a stabilized surface.</p> <p>AQ-8: Cease grading during periods when winds exceed 25 miles per hour.</p> <p>AQ-9: Moisten excavated soil prior to loading on trucks.</p> <p>AQ-10: Apply cover to all loads of dirt leaving the site or leave sufficient freeboard capacity in truck to prevent fugitive dust emissions en route to disposal site.</p> <p>AQ-11: Sweep streets to remove dirt carried out by truck wheels.</p> <p>AQ-12: Schedule grading and excavation activities that occur within approximately 200 feet of the CDC during periods when children are not in attendance. If it is not possible to schedule grading and excavation activities when children are not present at the CDC, then children shall be kept indoors with the windows closed. Air conditioners in the CDC building shall have proper filters to ensure dust generated by construction activities is not transmitted</p>	<p>Impacts would be similar in magnitude to those addressed in the 2005 FEIR but would be of overall longer duration (with completion scheduled for 2013 vs 2010 discussed in the 2005 FEIR); significant and unavoidable.</p>

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	<p>indoors via the building’s ventilation system.</p> <p>AQ-13: Construct a temporary fence around the perimeter of the CDC site to shield it from fugitive dust emissions. The fence shall have a minimum height of 8 feet and a solid or impermeable surface.</p> <p>AQ-14: Wash off all trucks leaving the construction site.</p> <p>AQ-15: Use aqueous diesel fuel wherever feasible.</p> <p>AQ-16: Use cooled exhaust gas recirculation wherever feasible.</p> <p>AQ-17: Turn off equipment when not in use for longer than 5 minutes as feasible and prudent.</p> <p>AQ-18: Use bio-diesel fuel in all onsite diesel-powered equipment, if available.</p> <p>AQ-19: Use alternatively fueled (compressed natural gas [CNG], liquefied natural gas [LNG], dual- fuel, or electric) construction equipment, if available.</p> <p>AQ-20: To the extent feasible, minimize truck idling on site and locate staging areas away from locations where students are congregated.</p> <p>AQ-21: Require all construction vehicles to use Culver City haul routes and schedules.</p> <p>AQ-22: Phase and schedule construction activities to avoid emission peaks and discontinue use during second stage smog alerts. A second stage smog alert occurs when the Pollution Standard Index reaches 300, at which point the general public is advised to avoid outdoor activity.</p> <p>AQ-23: Implement the following to reduce construction-related traffic congestion (and therefore emissions): 1) Provide rideshare and transit incentives to construction personnel;</p>	

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	<p>2) Configure construction parking to minimize traffic interferences; 3) Provide a flagperson with radio communication to guide traffic properly when and if necessary; 4) Begin construction activity at 7:00 a.m. and end construction activity at 8:00 p.m. (with construction that could create a noise disturbance in residential areas prohibited on Sundays and holidays).</p> <p>AQ-24: All appropriate reasonable steps shall be taken to minimize the amount of any air pollution generated by construction activities and all feasible mitigation measures shall be implemented to protect the community against any potentially harmful effects of such pollution.</p>	
<p>Construction Toxic Air Contaminants: During construction, both trucks and equipment would emit diesel exhaust, which has been declared as a toxic substance by the California Air Resources Board. The potential exists for significant adverse impacts on sensitive receptors, without mitigation.</p>	<p>Mitigation measures AQ-1 through AQ-24 would reduce impacts.</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>
<p>Operational Impacts: Operation of the proposed project would result in emissions of VOC, NOx, CO, SOx, and PM10 from area sources on the campus (building expansion) that would be below SCAQMD thresholds, resulting in a less-than significant impact.</p> <p>Proposed development of the Master Plan would increase vehicle trips to the campus compared to today but not as much as anticipated in the 2005 FEIR. The 2005 FEIR found these increased emissions (as well as the potential for significant localized CO</p>	<p>None required.</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR, although since future campus-related traffic would be less, impacts could be somewhat less than those described in the 2005 FEIR; less than significant.</p>

¹. These measures supersede (based on recent experience, practicality and effectiveness) and replace those presented in the 2005 FEIR. Compared to the 2005 FEIR all measures relating to construction of the now-completed secondary access road, as well as other completed and inapplicable measures have been deleted. As a result mitigation numbering has changed compared to the 2005 FEIR. Related to the 2005 FEIR mitigation measures was a Memorandum of Understanding (MOU) between adjacent homeowner associations (HOAs) and the Los Angeles Community College District (LACCD). This MOU is also superseded by the mitigation measures in this SEIR.

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concentrations) would be below SCAQMD significance thresholds and the impact would be less than significant.		
Biological Resources		
<p>The secondary access road is complete and associated impacts have already occurred and are therefore not further addressed in this Supplemental EIR. Remaining construction activities would occur internal to the (urban) campus and would have potential to disturb nesting birds on campus trees and wildlife in areas immediately adjacent to construction sites.</p> <p>Increased nighttime lighting from campus buildings could disturb nesting birds species on-campus and adjacent properties.</p> <p>The 2005 EIR identified traffic on the secondary access road as having a potentially significant impact on adjacent species. This access road has been completed and any impacts to biological resources would not change as a result of the 2009 Master Plan.</p>	<p>BR-1: No ground disturbance, site clearing, or removal of any potential nesting habitat shall be conducted within the typical breeding/nesting season for birds (February 15 to August 30); or</p> <p>Within 15 days, and again within 72 hours prior to any ground disturbing activities, a qualified biologist shall conduct surveys for nesting birds (including raptors). The surveys shall occur prior to the clearing, removal, or trimming of any vegetation. Surveys shall include areas within 200 feet of construction site boundaries. The biologist must be qualified to determine the status and stage of nesting efforts by all locally breeding bird and raptor species without causing intrusive disturbance.</p> <p>BR-2: If an active nesting effort is confirmed or considered very likely by the biologist, a fence barrier shall be erected around the nest site to provide a minimum 50- foot barrier between the nest and construction activities. A 200-foot buffer shall be required for any raptor nesting site. No habitat removal or any other work shall be allowed to occur within the fenced nest zone until a qualified biologist confirms that the young have fledged and have left the nest.</p> <p>See also Measure V-5 that would reduce lighting impacts on adjacent areas.</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p> <p>As indicated in the 2005 FEIR, traffic occurring on the completed secondary access road has the potential to significantly impact adjacent bird species.</p>
Historic Resources		
No historic resources exist on the College campus or immediately adjacent areas; therefore, no impacts to historic resources would occur.	None required.	Impacts would be similar to those addressed in the 2005 FEIR; less than significant.

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**TABLE 1-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Mitigation Measures ¹	Impact Comparison to 2005 FEIR and Level of Significance After Mitigation
Archaeological Resources		
<p>Construction excavations have the potential to disturb, alter, or destroy significant archaeological resources that may be present in some project locations.</p>	<p>AR-1: In those areas that are not monitored by an archaeologist and/or a culturally affiliated Native American, if buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.</p> <p>AR-2: Provisions for the disposition of recovered prehistoric artifacts shall be made in consultation with culturally affiliated Native Americans. The College shall be the final arbiter should disagreement arise over the disposition of the recovered artifacts.</p> <p>AR-3: In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, State CEQA Guidelines 15064.5(e), and Public Resources Code 5097.98 shall be implemented.</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>
Paleontological Resources		
<p>Excavation into Pleistocene sediments below a depth of 4 feet could result in the destruction of unique fossil resources—a potentially significant impact.</p>	<p>PR-1: A qualified paleontologic monitor shall monitor excavation in areas identified as likely to contain paleontologic resources. These areas are defined as all areas within the College campus where planned excavation will exceed depths of 4 feet. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in their professional opinion, sediments being monitored are previously disturbed. Monitoring may also be reduced if the potentially fossiliferous units, previously described, are not found to be present or, if present, are determined by qualified paleontologic personnel to have low potential to contain fossil resources. The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays, and shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Because the Culver Sand or Inglewood Formation deposits yield small fossils specimens likely to go unnoticed during typical large scale paleontological monitoring, matrix samples from those rock units shall be collected and processed to determine the potential for small fossils to be recovered prior to substantial excavations in those rock units. If this sampling indicates these units do possess small fossils, a matrix sample of up to 6,000 pounds of rock</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>

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	<p>shall be collected at various locations, to be specified by the paleontologist, within the construction area. These matrix samples shall also be processed for small fossils.</p> <p>PR-2: Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates.</p> <p>PR-3: Specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage.</p> <p>PR-4: A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory, when submitted to the College, will signify completion of the program to mitigate impacts to paleontologic resources.</p>	
Geology, Soils and Seismicity		
<p>Soil Erosion: Most of the native soils onsite, as well as fill slopes constructed with native soils have a moderate to high susceptibility to erosion. These materials, especially the Culver Sand, would be particularly prone to erosion during the grading phase, especially during heavy rains. The implementation of industry standard storm water pollution control Best Management Practices would reduce soil erosion impacts to a less than significant level.</p> <p>Alteration of Topography: Campus grading activity has created a series of cut/fill pads that step down in elevation from east to west (Sophomore Drive to Freshman Drive). No substantial further alteration of the topography</p>	<p>GE-1: Erosion control measures shall be implemented and shall include the placement of sandbags around basins; the use of proper grading techniques; appropriate sloping, shoring, and bracing of the construction site; and covering or stabilizing topsoil stockpiles.</p> <p>GE-2: All earthwork and grading shall meet the requirements of the State of California Building Code, Title 24, part 2, volume 1, and shall be performed in accordance with the recommendations in the geotechnical investigation conducted for each proposed project at the West Los Angeles campus.</p> <p>GE-3: All excavation and shoring systems shall meet the minimum requirements of the Occupational Safety and Health Administration (OSHA) standards.</p> <p>GS-1: Site-specific geotechnical investigations shall be performed by qualified licensed professionals before final design of any structures, and recommendations provided in these reports shall be implemented, as appropriate.</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>

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<p>is anticipated.</p> <p>Unstable Slopes: There is a nil to very low risk of a landslide hazards.</p> <p>Ground Rupture: The possibility of ground rupture on and around the campus is considered nil to very low.</p> <p>Strong Ground Shaking: Strong earthquake-induced ground shaking could be triggered by seismic activity on any of the faults within 30 miles of the project area, resulting in significant damage to structures in the proposed project area.</p> <p>Liquefaction: The southwest corner of the campus and where the secondary access road meets Jefferson Boulevard have moderate to high potential for liquefaction, the San Pedro Formation area has a low potential, and the remainder of the site has a low to moderate potential. Consequently construction of project improvements in the southwest corner of the campus and near Jefferson Boulevard could be subject to a potentially significant liquefaction hazard.</p> <p>Lateral Spreading: In areas within the Master Plan area covered by soils developed by the unconsolidated deposits from alluvium, colluvium, landslide debris and slopewash,</p>	<p>GS-2: Design and construction of structures for the proposed project shall conform to all applicable provisions of the California State Architect, which follow guidelines set forth in the 2001 CBC. The CBC is based on the 1997 UBC and sets forth regulations concerning proper earthquake design and engineering.</p> <p>GS-3: Materials susceptible to liquefaction in structural areas shall be removed and recompact, if practical. Where appropriate, subdrains shall be provided for control of groundwater levels to reduce liquefaction potential.</p> <p>GS-4: Materials susceptible to lateral spreading in structural areas shall be removed and recompact.</p> <p>GS-5: The geotechnical investigation of proposed facilities shall fully characterize the presence and extent of corrosive, expansive, or loose compactable soil. Based on the collected data, appropriate mitigation shall be designed. Mitigation options could include the following: removal of unsuitable subgrade soils and replacement with engineered fill, installation of cathodic protection systems to protect buried metal utilities, use of coated or nonmetallic (i.e., concrete or PVC) pipes that are not susceptible to corrosion, construction of foundations using sulfate-resistant concrete, support of structures on deep-pile foundation systems, densification of compactable subgrade soils with in-situ techniques, and placement of moisture barriers above and around expansive subgrade soils to help prevent variations in soil moisture content.</p> <p>GS-6: Removal and recompactation of unsuitable materials, including loose alluvium and colluvium, shall be conducted during grading operations. Removal of loose materials, generally the upper 5 to 10 feet below natural ground surface, and replacement with an engineered fill shall mitigate the potential for seismic settling.</p> <p>GS-7: Proposed new structures shall comply with all design and monitoring techniques (e.g., pile foundations, reinforced mat foundations, settlement/uplift monuments) developed during the CGS review process. At a minimum the applicant shall consult with the CGS in advance to solicit input regarding the investigation tasks. Unless otherwise approved by the</p>	

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<p>and which are underlain by liquefiable alluvium, lateral spreading hazard is potentially significant.</p> <p>Unsuitable Soil Conditions: Expansion potential of soil within the Master Plan area varies from very low for soils developed in sandy materials to very high for soils developed on lean clay units. Expansive soils are characterized by their ability to undergo significant volume change (shrink and swell) due to variation in soil moisture content. Potential impacts could include unacceptable settlement or heave of structures, concrete slabs supported-on-grade, and pavements supported on these types of soil. The impact from unsuitable soils is potentially significant. However the impact can be reduced to a less than significant level provided that appropriate mitigation measures are implemented in design and construction of proposed facilities.</p> <p>Slope Failure/Landslides: The landslide hazard zones according to the California Geological Survey (CGS) are to the east of the College campus, therefore the potential for a landslide is very low.</p> <p>Earthquake-Induced Flooding: Since no dams, large bodies of water or water storage facilities are located upstream of the project area, this hazard is not anticipated.</p>	<p>CGS, investigation tasks shall include the following:</p> <ol style="list-style-type: none"> 1. The investigation shall review and analyze DOGGR records (including annual reports) related to the Inglewood (Baldwin Hills) oil field with respect to measured subsidence or uplift to determine the magnitude and location of effects. 2. As dictated by the results of this review, existing aerial photographs, geologic maps, and other available imagery of the area (e.g., In SAR and GPS elevations) shall be reviewed to assess the potential for active subsidence or uplift and the potential for faults to pass through the project site that could serve as locations for future differential movement. 3. Considering steps 1 and 2, the investigation shall determine the likelihood, location, and magnitude (if any) of future subsidence or uplift effects within the project site. <p>GS-8: Proposed new structures shall comply with all methane hazard design and monitoring techniques developed during the CGS review process. At a minimum the applicant shall consult with the CGS in advance to solicit input regarding the investigation tasks. Unless otherwise approved by the CGS, investigation tasks shall include the following:</p> <ol style="list-style-type: none"> 1. The investigation shall review and analyze DOGGR records related to the Inglewood oil field with respect to measured methane gas releases in the vicinity of the field and determine the magnitude and location of these releases (if any). 2. The investigation shall review other existing reports on this subject that may have been conducted for other projects (e.g., Culver City, City of Los Angeles, County of Los Angeles) in the vicinity to assess the potential for active methane gas release from conduits such as faults, fracture zones, previously abandoned wells, undocumented wells, or dry holes. 3. Considering steps 1 and 2, the investigation shall determine the likelihood, location, and magnitude (if any) of future methane gas releases within the project site. 4. If sufficient evidence is developed to suggest methane gas potential within the project site, a site-specific methane gas study shall be performed by a DSA/CGS approved consultant at the project site to characterize the levels of methane and other volatile gases that may be present at the site and evaluate the level of impact that hazardous gases might have on the proposed project. 	

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<p>Seismically Induced Settlement: Low to moderate compressibility would be expected from the existing fill and the alluvium. Due to the fairly large fill, alluvial/colluvial thicknesses, settlement amounts may vary from location to location.</p> <p>Subsidence/Uplift: While there is no evidence to suggest that the project site has been subject to adverse effects from subsidence and/or uplift due to oil reservoir pressurization issues, this subject warrants further investigation.</p> <p>Methane Gas: There is no evidence that nearby oil field re-pressurization is causing the migration of methane gas from deep geologic units toward the College campus. However, CGS Note 48 specifically requires that methane gas hazards be addressed.</p>		
<p>Hazardous Materials</p>		
<p>Construction Impacts: Areas on campus where hazardous materials were stored or used are not expected to pose a significant hazard during construction.</p> <p>Demolition or remodeling of older structures on the campus could potentially result in exposure and mobilization of asbestos-containing material and/or lead-based paint contaminants, a potentially significant impact.</p>	<p>HM-1: Soil sampling and analysis shall be performed to determine the extent of potential contamination beneath all USTs, clarifiers, elevator shafts, and subsurface hydraulic lift structures when on-site demolition or construction activities would affect a particular structure. This could eliminate construction delays associated with the unexpected discovery of contaminated soil. An adequate number of soil samples shall be collected and analyzed for those compounds that were stored in each structure.</p> <p>HM-2: Prior to construction of proposed Master Plan projects, the College shall obtain a satisfactory closure letter from all appropriate public agencies for those hazardous chemicals and hazardous waste storage areas on the campus that have been identified as areas of</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>

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<p>If encountered or exposed during construction at the campus, oil field gas (commonly methane) or Volatile Organic Compounds could pose a hazard to construction workers and others in the vicinity, a potentially significant impact.</p> <p>Potential impacts associated with construction of the secondary access road are no longer an issue as the roadway is complete.</p>	<p>concern by regulatory agencies.</p> <p>HM-3: Prior to renovation or demolition activities, all related asbestos survey and abatement documents shall be reviewed and, if necessary, complete asbestos and lead-paint surveys shall be performed. All asbestos-containing materials and lead-based paint shall be removed in accordance with all applicable local, state, and federal regulations.</p> <p>HM-4: Soil gas sampling and testing shall be performed in and around several buildings within the southern central portion of the property due to the presence of Vickers 2, #18. In addition, a soil gas survey shall be conducted in all subterranean basements, tunnels, or other subsurface structures throughout the school. Select soil gas samples shall be pre-screened in the field with an organic vapor analyzer and then tested for methane, an odorless explosive gas. Approximately 20–30 borings (5- to 15- feet bgs) and sampling points shall be completed throughout the campus. In addition, air samples shall be collected from all tunnels and basements, if present, after the structures have been isolated for several days.</p> <p>HM-5 If additional abandoned oil wells are located on-site, each well shall be uncovered and inspected for proper abandonment. Soil samples shall be collected around the well and reservoir, if any, and tested for total recoverable petroleum hydrocarbons, heavy metals, cyanides, and VOCs. The well shall then be re-abandoned, if necessary. Methane gas and VOC surveys of any subsurface structures (i.e., tunnels or basements) beneath the property site shall also be conducted if the presence of abandoned wells is identified.</p> <p>HM-6: If contaminated soil or air exceeding regulatory limits is encountered as result of HM- 1, HM-4, or HM-5 above, a remediation plan shall be developed in consultation with the appropriate regulatory authorities, including DTSC and RWQCB. Remediation identified shall be completed.</p> <p>HM-7: To assess the possible presence of “constituents of concern” in the surface water, water samples shall be collected from the drainage pond, and soil and soil vapor samples in the vicinity of the oil wells, wellhead vaults, former sumps, and former petroleum processing, storage, and handling facility. The soil samples shall be analyzed for diesel and</p>	

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	heavy oil, SVOCs and the soil vapor samples shall be analyzed for SVOCs and methane. Clean up shall be undertaken in accordance with applicable regulations and signed off by DTSC.	
<p>Operational Impacts: During campus operational activities, the proposed project would not involve the use of significant quantities of hazardous materials or emissions above and beyond the current uses that could result in a reasonably foreseeable upset, hazard, or accident.</p>	<p>The District shall comply with all applicable City, County, State and Federal regulations, with respect to the storage, handling, transportation, and disposal of hazardous waste. No mitigation measures are required. However, the following measures shall be implemented as part of best management practices to ensure no adverse hazardous materials impacts would occur.</p> <p>HM-8: All hazardous waste shall be stored and ultimately disposed of in a lawful manner and through appropriate procedures that do not create a hazard to the public or the environment. All chemicals used on campus shall be properly stored in labeled containers.</p> <p>HM-9: Each clarifier shall be regularly inspected (on a yearly basis or when the solids are pumped, whichever is more frequent) for cracks. If the interior lining of the clarifier is degraded or there is an indication that the clarifier is leaking or could have leaked, then an environmental assessment may be warranted around the clarifier. All clarifiers shall be cleaned and resealed if there is visual evidence of cracks or degradation of the interior concrete lining.</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>
Hydrology and Water Quality		
<p>Surface Water Resources: Construction of Master Plan facilities would generate pollutants that would be discharged via irrigation and stormwater runoff into surface water resources.</p> <p>Increases in impervious surface would increase surface runoff and potential pollutant loads on surface water resources.</p>	<p>To minimize polluted runoff, the College would develop Storm Water Pollution Prevention Plan (SWPPP) guidelines for all proposed construction that involve earth moving activities of 1 acre or more.</p> <p>SW-1: In accordance with the NPDES permit requirements, a SWPPP shall be developed for the proposed Master Plan construction projects. The SWPPP shall identify BMPs, which could include:</p> <ul style="list-style-type: none"> - Temporary soil stabilization: sandbag barriers, straw bale barriers, sediment traps, and fiber rolls; - Temporary sediment control: hydraulic mulch, hydroseeding, and geotextiles; - Wind erosion control: portable water and straw mulch; 	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>

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	<ul style="list-style-type: none"> - Tracking control: street sweeping and entrance/outlet tire washing; - Non-stormwater management: clear water diversion and dewatering; and - Waste management and materials pollution control: vehicle and equipment cleaning, concrete waste management, and contaminated soil management. <p>To reduce potential water quality impacts to surface waters, the College would implement BMPs to comply with Standard Urban Storm Water Mitigation Plan (SUSMP) requirements that may be imposed on the College by the relevant permittees under the Los Angeles Large MS4 Permit.</p> <p>SW-2: As may be required under the Los Angeles Large MS4 Permit, a SUSMP shall be developed for the proposed Master Plan projects. Proposed facilities and improvements shall comply with the following SUSMP design guidelines to reduce polluted runoff from new parking lots and impervious surfaces:</p> <ul style="list-style-type: none"> - Reduce impervious land coverage of parking area. - Filter runoff before it reaches the storm drain system. - Treat runoff before it reaches the storm drain system. - Ensure adequate operation and maintenance of treatment systems, particularly sludge and oil removal. <p>In compliance with the SUSMP design guidelines, BMPs identified in the California Storm Water Best Management Practices Handbooks (1993) produced by the Los Angeles County Department of Public Works shall be implemented. All redevelopment shall also be subject to BMPs as required by the SUSMP. Examples of BMPs include use of oil/water separators, infiltration basins, catch basins, and vegetated swales and strips.</p>	
<p>Ground water: The construction and operation of facilities proposed under the Master Plan would use water from the local water purveyor and not from local groundwater supplies. Therefore, no impact to groundwater supplies would occur.</p>	<p>None required.</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>

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<p>Drainage: Construction and operation of facilities proposed under the Master Plan would not substantially alter the drainage pattern. However, to accommodate increased stormwater flows due to increases in impervious surfaces, the proposed sports fields would also be used as a detention basin.</p> <p>Flood Hazards: The proposed project site lies outside the 100-year floodplain.</p>	<p>SW-3: The design of the new sports field(s) shall include sufficient detention capacity to detain at least 6,000 cf of storm flows.</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>
<p>Land Use and Zoning</p>		
<p>Consistency with Planning and Zoning: The College falls within two different County zoning land use designations: R-1 (Single Family Residential) and A2 (Agricultural) zoning classifications. The A-2 Zone allows Colleges and Universities, subject to approval of a Conditional Use Permit (Los Angeles County Planning and Zoning Code 22.24.150). Under state law, buildings and facilities on LACCD college campuses are generally subject to zoning limitations imposed by the local jurisdiction, in this case the County of Los Angeles. By two-thirds vote of the District’s Board of Trustees, however, the District may elect to exempt classroom facilities from local zoning control. Any new facilities that would not fully comply with current zoning and that are not exempted by the District Board would require a variance, conditional use permit, or zone modification</p>	<p>None required.</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>

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<p>from the County of Los Angeles.</p> <p>The proposed Watson Center, Student Union, North Parking Structure, Allied Health and Wellness, Technical Learning Center (and possibly the Community Center) would be 40 to 72 in height above grade and consequently would exceed the height limit in the zoning code of 35 feet and would require variances or conditional use permits or an exemption. Given the location of these structures and their distance from off-campus residential uses, these structures are unlikely to result in impacts on offsite uses and would not materially conflict with the intent of the zoning code.</p>		
Mineral Resources		
<p>Petroleum Resources: Petroleum products extraction wells do not occur on the campus, although pipelines may exist on or in the vicinity of the campus.</p> <p>Impacts related to construction of the secondary access road are no longer an issue as the roadway has been completed.</p>	<p>MR-1 The College shall consult with the owner/operator of any oil pipelines that may be affected by construction activities. If possible, pipelines shall be relocated or replaced when not in use or when the least disruption to oil conveyance activities would occur.</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>
Population, Employment and Housing		
<p>The anticipated increase in the number of employees at the College under the proposed project would not be inconsistent with local</p>	<p>None required.</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>

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<p>plans or population projections and would not substantially increase the demand for housing in the project area.</p> <p>Impacts related to construction of the secondary access road are no longer an issue as the roadway has been completed.</p>		
Noise		
<p>Construction Impacts: Construction activity would result in intermittent and short-term noise impacts on residences west and south.</p> <p>On-campus facilities, i.e., classrooms in the immediate vicinity of construction sites and the Child Development Center, could experience short-term increase in noise levels.</p>	<p>One important change to the mitigation proposed below compared to those presented in the 2005 FEIR that could be of concern to adjacent residents is to allow the flexibility to start construction one hour (7 am compared to 8 am) earlier and to end two hours later (8 pm as compared to 6 pm) than was allowed by the 2005 FEIR. This change is consistent with the County of Los Angeles Noise Ordinance and will allow construction to be more efficient (potentially fewer days of construction); will help to improve air quality impacts by reducing construction-related traffic congestion; earlier start times are standard for construction workers and allows more construction traffic to occur outside the peak hour traffic period.</p> <p>N-1: All construction activities shall be undertaken in such a manner as to not cause undue or unnecessary disruption to, or interference with, the residents of the surrounding community in accordance with noise nuisance regulations of the County of Los Angeles. (As used in this Section 3.15, the term “construction activities” shall be interpreted in broadest possible sense, and shall include, without limitation, construction, grading or landscaping work, construction-related maintenance activities, the delivery of construction materials to the College campus, and the hauling of soil or construction debris away from the campus.) To that end, all appropriate reasonable steps shall be taken to minimize the amount of any noise pollution generated by construction activities and all feasible mitigation measures shall be implemented to protect the community against any potentially harmful effects of such pollution in accordance with the County Code, Title 12, Environmental Protection, 12.12 Building Construction Noise. Without limiting the generality of the foregoing: The College shall employ noise-reducing construction practices to comply with municipal code noise standards of the jurisdiction within which activities occur, as well as existing applicable</p>	<p>Impacts would be similar in magnitude to those addressed in the 2005 FEIR but would be of longer duration (with completion scheduled for 2013 vs 2010 discussed in the 2005 FEIR). In addition, to allow for flexibility and therefore greater efficiency, the mitigation requirement has been changed (consistent with applicable noise regulations) to allow for earlier and later construction start times.</p> <p>As a result of these changes, construction impacts are now found to be potentially significant and unavoidable (they were found less than significant after mitigation in the 2005 FEIR).</p>

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	<p>California noise standards. Construction activity, at or in the vicinity of the College, shall be limited to the hours of 7:00 a.m. to 8:00 p.m. with construction that could create a noise disturbance in residential areas prohibited on Sundays and holidays. The College may engage in reasonable construction activities at other times to the extent those activities are necessary to address unexpected emergencies that threaten life or property. All equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust. Appropriate mitigation measures shall be implemented relating to changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, or installing acoustic barriers around stationary construction noise sources or construction sites. No construction equipment or vehicles operating or traveling on or in the vicinity of the temporary or permanent secondary access road shall utilize a system that sounds warning beeps when the vehicle backs up; rather the College shall require the use of additional personnel or other means to assure backup safety in the area of the temporary or permanent secondary access road, with the exception that the College shall comply with California law. [California Code of Regulations Vol. 9, Title 8, Subchapter 4, Construction Safety Orders, Article 10, S Haulage and Earth Moving, Section 1592(a) states: "Every vehicle with a haulage capacity of 2 1/2 cubic yards or more used to haul dirt, rock, concrete, or other construction material shall be equipped with a warning device that operates automatically while the vehicle is backing. The warning sound shall be of such magnitude that it will normally be audible from a distance of 200 feet and will sound immediately on backing."] All construction activities shall be undertaken in total and complete conformity with all laws, rules, and regulations imposed by the jurisdiction in which the construction activity occurs. No construction vehicles shall be permitted, at any time, to stand, park, or stage at any location other than the designated construction staging and parking areas. Lot 8A shall not be used as a construction staging area in connection with any construction activity.</p> <p>N-2: The College has erected 4,600 linear feet of approximately 20-foot tall noise walls at</p>	

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	<p>numerous locations around the campus to reduce construction noise in all residential areas potentially affected by construction noise. These noise walls shall remain in place until all exterior Master Plan construction on the campus is completed.</p> <p>The District recognizes that community outreach is important for purposes of communicating the progress of the projects, as well as providing information regarding College facilities and events taking place on campus. To ensure that the community is well informed concerning these and other significant campus-related matters, the following measures shall be implemented:</p> <p>N-4: The District shall provide a Mitigation Hotline (telephone and e-mail) during the period of construction of the projects to ensure that the mitigation measures adopted by the District are implemented and to facilitate, to the extent feasible, the prompt resolution of any issues that may arise relating to such matters. The District will respond to identified concerns as soon as feasible and a response reporting actions taken will be provided to callers in a timely manner, usually within 24-hours or on the first business day following a weekend or holiday.</p> <p>N-5: During the implementation of the Master Plan, the District will schedule guided campus tours for members of the community that request such tours for the purposes of responding to questions and concerns regarding the construction of the projects under the Master Plan. The dates, times, and scope of such tours shall be within the discretion of the College president.</p>	
<p>Operational Impacts: As discussed in the 2005 FEIR traffic noise levels would increase in the immediate area of the (now completed) secondary access road as compared to today. Future traffic is anticipated to be less than that analyzed in the 2005 FEIR because of increase in on-line learning, resulting in lesser operational noise (traffic) impacts than</p>	<p>The 2005 FEIR indicated that operational noise impacts (including operation of the recycling center) would be less than significant; nonetheless, the District, in response to public concerns, agreed to implement the following mitigation measures to ensure that operational noise impacts would remain less than significant. The following measures (amended to reflect recent experience) continue in the 2009 Master Plan EIR.</p> <p>N-6: Operational activities, including the recycling center, shall comply with applicable California and existing noise standards of the jurisdiction within which the activities take</p>	<p>Impacts would be similar to or less than those addressed in the 2005 FEIR; less than significant.</p>

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<p>discussed in the 2005 FEIR. As discussed in the 2005 FEIR these increases would not exceed the County of Los Angeles or Culver City Noise Standards for interior and exterior noise levels.</p> <p>Operation of the Recycling Center at its new location would not result in increased noise levels compared to the previous location.</p> <p>Special events including sporting events proposed by the College could result in increase in noise levels in the vicinity of the residential neighborhoods to the west, but would not differ significantly as compared to today.</p>	<p>place.</p> <p>N-7: Operational noise-generating activities at the Recycling Center shall be limited to the hours of 8:00 a.m. to 5:00 p.m. Monday through Friday.</p> <p>N-8: A permanent wall is under construction (1,350 linear feet) along the south side of the secondary access road to reduce noise from operational traffic.</p> <p>The 2005 FEIR found that the noise from increased activity related to special events, including sporting events, would not be significant under CEQA (no conditions analyzed in the 2005 FEIR would change as a result of the 2009 Master Plan). The College does, however, acknowledge that noise from events and activities has resulted in noise complaints from nearby residences. Accordingly, the College agreed to implement the following measures that continue to be a part of the 2009 Master Plan EIR:</p> <p>N-9: Evaluate in the final design, and implement where feasible, measures to minimize sound transmission from the football field to the adjacent residential neighborhoods. These measures may include:</p> <ul style="list-style-type: none"> - constructing the bleachers with noise-attenuating design features to the extent feasible. - prohibiting audience member use of air horns, cowbells, and other tonal sound generating devices. - taking reasonable steps to keep the community informed about public access to College facilities, campus activities, and other events taking place on campus via the campus Web site. - limiting the number of organized American football games (of any level – college, high school, or other) played on campus to no more than 26 games during any calendar year. - <p>N-10: The use of all College facilities shall continue to be governed by the applicable District and College policies and procedures, including but not limited to the rules for conduct on campus, Civic Center Permits, and Permits for Use.</p>	

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	<p>N-11: The District shall prohibit organized sporting, entertainment, public service, religious, and similar events on or about the College campus before 8:00 a.m., and after 10:00 p.m. Sunday through Thursday, and after 11:00 p.m. Fridays and Saturdays. The District shall take reasonable steps to minimize, to the maximum extent feasible, the noise impacts of campus sporting, entertainment, public service, religious, and similar events on adjacent residential neighborhoods.</p> <p>N-12: The District shall identify an employee/employees or authorized agent(s) to serve as a liaison between the community and the College and will be available to respond to questions or concerns from the surrounding community concerning campus activities and other matters relating to the College campus and the roads surrounding the campus and facilitate, to the extent feasible, the prompt resolution of any issues that may arise relating to such matters. The name, title, and telephone number of the liaison shall be posted on the WLAC web site. The liaison shall be available during business hours (8 am to 5 pm) and during special events with a 24-hour a day hotline message center, to respond to community concerns in a timely manner. The liaison shall have authority to initiate a response on behalf of the College and the District in foreseeable matters and, without limiting the generality of the foregoing, shall have the authority to terminate the event in accordance with District rules and regulations.</p> <p>N-13: No special event (i.e. an event not normally associated with operation of WLAC and its facilities) shall be permitted on the College campus or the surrounding roads unless the organization sponsoring the event has designated a special event coordinator who will be on-site during the event and who will have authority to deal with all complaints concerning the event.</p> <p>N-14: As feasible, all special events shall be noticed at least two weeks in advance on the WLAC website. At a minimum, the notice shall indicate date, time, nature of activity, duration and anticipated size of the event.</p> <p>N-15: Each special event coordinator holding outdoor activities shall be provided with a written notice prior to commencement of their event reminding the special event coordinator</p>	

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	that residents live close to the College campus. The special event coordinator shall be provided with LACCD and WLAC rules and regulations. Violation of such rules and regulations shall be grounds for immediate termination of the event.	
Public Services		
<p>Police Protection: Construction of the project could impair emergency access and response times.</p> <p>The proposed Master Plan would increase the number of students enrolled at the College (although less on campus students than anticipated in the 2005 FEIR), and would result in a corresponding increase in the number of on campus crimes.</p> <p>Emergency Vehicles: Additional traffic generated by the project could decrease police and fire and other emergency vehicle response times.</p> <p>Fire Protection: Operation of the project would increase building floor space; the new buildings, if not compliant with LA County Fire Codes could pose a significant fire risk.</p> <p>Schools: During construction, on-campus academic facilities and the Child Development Center could be adversely affected by noise and air pollution generated. However, these impacts would be temporary and short-term.</p>	<p>PS-1: The College shall regularly notify the Los Angeles County Fire Department (LACoFD) and Culver City Fire Department (CCFD) of project construction activities and schedules.</p> <p>PS-2: Each element of the project shall include security features, such as lighting, signage, etc. Security system designs shall be submitted to the Los Angeles County Sheriff’s Department (LASD) for review and comment.</p> <p>PS-3: Upon completion of each structure, the College shall provide the LASD and Culver City Police Department (CCPD) with a diagram of each building, including access routes and additional information that might facilitate police response.</p> <p>FP-1: The College shall regularly notify the LACoFD and CCFD of project construction activities and schedules.</p> <p>FP-2: Development of the proposed project shall comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and hydrants.</p> <p>Project design features and code compliance measures recommended by LACoFD relative to fire safety are clarified and disclosed in detail below. These measures or other measures with equivalent efficacy as approved by LACoFD shall be incorporated into the project design to ensure operational impacts would be less than significant. These measures do not apply to existing development on the site.</p> <p>FP-3: The proposed project shall be subject to all specific fire and life safety requirements for the construction phase identified by LACoFD during building fire plan check.</p>	<p>Impacts would be similar to or less than those addressed in the 2005 FEIR; less than significant.</p>

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<p>Libraries: Libraries would not be affected by the proposed project.</p> <p>Parks/Recreational Facilities: The proposed project would include the construction of recreational equipment, sports fields and courts, and landscaped green spaces to accommodate the projected enrollment, and would not increase the use of local parks. No potential significant impacts would occur.</p>	<p>FP-4: Every building constructed shall be accessible to fire department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width, unobstructed, and clear to the sky. The roadway shall be extended to within 150 feet of all portions of exterior walls when measured by an unobstructed route around the exterior of the building.</p> <p>FP-5: When a bridge is required to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds.</p> <p>FP-6: The maximum allowable grade shall not exceed 15 percent except where the topography makes it impractical to keep with such grade, and then an absolute maximum of 20 percent will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topography difficulties, shall be no more than 17 percent. Grade breaks shall not exceed 10 percent in 10 feet.</p> <p>FP-7: The College shall coordinate with LACoFD to determine adequate fire-flow rates for the project. Fire flows shall be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:</p> <ul style="list-style-type: none"> - No portion of a lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant. - No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant. - Additional hydrants will be required if hydrant spacing exceeds specified distances. <p>FP-8: Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A fire department-approved turning area shall be provided for all driveways exceeding 150 feet in length. All on-site driveways shall provide a minimum unobstructed width of 25 feet clear to the sky. The on-site driveway is to be 150 feet of all portions of the exterior walls of the first story of any building. Driveway width for non-</p>	

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	<p>residential developments shall be increased when any of the following conditions will exist:</p> <ul style="list-style-type: none"> - Provide 28 feet in width when a building has three or more stories or is more than 35 feet in height above access level. Also, for using fire truck ladders, the centerline of the access roadway shall be located parallel to and within 30 feet of the exterior wall on one side of the proposed structure. - Provide 34 feet in width when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure. - Provide 42 feet in width when parallel parking is allowed on each side of the access roadway/driveway. - “Fire Lanes” are any ingress/egress roadway/driveway with paving less than 34 feet in width and will be clear to the sky. All “Fire Lanes” will be depicted on the final map. <p>For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with fire department-approved signs stating “NO PARKING – FIRE LANE” in three-inch-high letters. Driveway labeling is necessary to ensure access for fire department use.</p> <p>FP-9: All access devices and gates shall meet the following requirements:</p> <ul style="list-style-type: none"> - Any single gate opening used for ingress and egress shall be a minimum of 26 feet in width clear to the sky. - Any divided gate opening (when each gate is used for a single direction of travel, i.e., ingress or egress) shall be a minimum width of 20 feet clear to the sky. - Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device. - All limited access devices shall be of a type approved by the fire department. - Gate plans shall be submitted to the fire department prior to installation. These plans shall show all locations, widths, and details of the proposed gates. - <p>FP-10: All proposals for traffic calming measures (speed humps/bumps, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to</p>	

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	<p>implementation.</p> <p>FP-11: At such time that the College consults with LACoFD to determine adequate fire-flow rates for a proposed building, the College shall provide notice to CCFD. This notification will provide the CCFD with an opportunity to comment on the fire-flow rates for the project.</p> <p>As indicated in the 2005 FEIR, no significant impacts would occur to recreational and park facilities. Consequently, no mitigations measures are necessary. Nonetheless, in response to community concerns about access to College facilities, the following measures are included in the 2009 Master Plan EIR:</p> <p>RF-1: The use of all College facilities shall be governed by the applicable District and College policies and procedures, including but not limited to the rules for conduct on campus, Civic Center Permits, and Permits for Use. The recreational facilities at the College, including the football field, track, basketball courts, baseball field, softball field, soccer fields, etc., shall remain open and available for public use whenever the campus is open so long as such use does not directly interfere with a specific College event, class or activity, then being held on such facilities.</p> <p>RF-2: Meeting rooms and other comparable facilities on the College campus shall be made available to nonprofit organizations, clubs, and associations in accordance with state law, and District and College policies and procedures.</p>	
Transportation, Traffic and Parking		
<p>Construction Traffic: Construction-related truck traffic (including employee vehicles, trucks for material delivery and debris removal, and trucks for earth hauling) would result in additional vehicles on the surrounding street system.</p>	<p>T-1: All construction activities shall be undertaken in total and complete conformity with all laws, rules, and regulations imposed by the jurisdiction within which construction activities take place.</p> <p>T-2: Construction vehicles (i.e., all vehicles participating in any construction work on the College campus and all vehicles hauling materials, debris, or other items relating to the</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>

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<p>Impacts related to construction of the secondary access road are no longer an issue as the road is completed.</p>	<p>construction projects to or from the College campus) shall comply with applicable regulations of each jurisdiction within which activities take place.</p> <p>T-3: Parking for construction vehicles, (i.e., construction vehicles as defined in T-2 above) shall be restricted to the designated construction staging and parking sites. No construction vehicles shall be permitted to stand, park, or stage on the campus other than at designated construction staging and parking areas. No construction vehicles shall be permitted to park on the streets surrounding the College campus or stand, park or stage on any Culver City street. All vehicles carrying workers or other people who are involved in the Master Plan projects, must park in campus parking lots (or in designated construction staging and parking sites) are and will continue to be absolutely prohibited (via red curb or other means) from parking on Freshman Drive, Sophomore Drive, or Stocker Street or on neighborhood streets.</p> <p>T-4: During construction of the projects, the District shall ensure that there is sufficient on-campus parking for enrolled students (as well as for staff, construction workers, and other invitees) so as to minimize and dissuade student parking on the residential streets of the surrounding community. Prior to each quarter, the District will prepare a schedule of parking, which estimates the number of on-site parking spaces needed and, demonstrates that at all times there will be an adequate supply of parking spaces on campus to handle all projected students, employees, construction personnel, and invitees of the College. There will at all times be an adequate supply of parking on campus to handle the needs of the College’s students, staff, construction personnel, and guests.</p> <p>T-5: The District shall keep the community fully and timely informed regarding all upcoming construction activities. At a minimum, this shall include quarterly posting of construction scheduling information for the next quarter on the WLAC website with updates whenever major changes are made that will be implemented prior to the next quarterly report.</p> <p>T-6: No construction vehicles (as defined in T-2 above) having a gross vehicle weight in excess of 6,000 pounds shall be permitted to use the Overland/Freshman entrance to the</p>	

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	<p>College.</p> <p>T-7: All construction vehicles shall enter campus via the new secondary access road.</p> <p>Measures related to construction of the secondary access road are no longer necessary as the roadway is completed. See also Measure N-1.</p>	
<p>Intersections: The 2005 FEIR indicates that due to increases in enrollment and employment anticipated under the Master Plan and the resulting increases in traffic, significant impacts could occur at up to 17 of the 44 study intersections in the year 2022. Increased on-line attendance will result in fewer students on campus in the future compared to what was analyzed in the 2005 FEIR.</p> <p>Impacts related to construction of the secondary access road are no longer an issue as the road is completed.</p>	<p>Since the secondary access road is now complete, mitigation measures included in the 2005 FEIR relevant to construction of that roadway are no longer applicable. In addition payments have been made to the City of Culver City and County of Los Angeles as compensation for mitigation measures in their respective jurisdictions identified in the 2005 FEIR. The College is in the process of working with the City of Los Angeles to implement the measures identified for their jurisdiction. Therefore these operational measures are not included in this EIR.</p> <p>General Circulation</p> <p>T-8: If a road is built from La Cienega to an area in close proximity with the College, the District will use due diligence to implement a connection to this road for purposes of campus access. The District shall insure that no such additional access road can be used as a thruway from La Cienega Boulevard to Jefferson Boulevard or Overland Avenue.</p>	<p>Impacts for the 2009 Master Plan would be similar to, or more likely less than those addressed in the 2005 FEIR because of the anticipated decrease in on-campus students as a result of increased on-line learning; the 2005 FEIR indicated that residual impacts would remain at; La Cienega SB Ramp/ Slauson during AM peak; La Cienega NB ramp/Slauson during AM and PM peak.</p> <p>In addition, an unavoidable significant impact was identified at the intersection of the new secondary access road/Leahy Street with Jefferson Boulevard (in the City of Culver City) which would function at LOS E in 2022, and the v/c would increase by more than 0.02.</p> <p>Since the College does not control the operation of any of the streets or bus systems that serve the campus, the mitigation measures (or in-lieu fees) were (or in the case of the City of Los</p>

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		<p>Angeles will be) provided to the appropriate jurisdictions for their consideration and approval. Where monies rather than improvements are provided, the agencies may choose not to use the monies to implement the 2005 FEIR mitigation measures (either because mitigation is determined infeasible or for other reasons) and therefore significant impacts could continue to occur as identified in the 2005 FEIR. The 2009 Master Plan would have no additional impact beyond what was already identified in the 2005 FEIR.</p>
<p>Parking: Future growth on campus would increase the demand for parking. The estimated future supply of parking in the 2009 Master Plan is 2,650 spaces, which would be adequate to accommodate the projected peak academic parking needs at buildout (2,487 spaces in year 2022).</p>	<p>Parking impacts would be less than significant; nonetheless, as part of the 2005 FEIR the District in response to public concerns agreed to implement the following mitigation measures to ensure parking impacts would remain less than significant. These measures (amended to reflect recent experience) are part of the 2009 Master Plan EIR.</p> <p>T-9: The District shall prepare a parking plan and take reasonable steps to encourage students to park on the campus rather than on surrounding residential neighborhood streets. The District shall conduct periodic parking surveys during each semester and if it is determined that students are parking on neighborhood streets due to the lack of available parking on-campus, the District shall make such modifications to its parking plan as are necessary to discourage such parking.</p> <p>T-10: Total on-campus student population at the College shall be capped at 15,300 students (based on a count of actual on campus students, not “full-time equivalent” students) unless and until adequate parking is supplied to meet demand.</p>	<p>Impacts would be similar to those addressed in the 2005 FEIR; less than significant.</p>

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	<p>T-11: The District plans to seek permission from the County of Los Angeles to install parking meters on Freshman Drive, Sophomore Drive and Stocker Streets. Even if permission is given by the County of Los Angeles, the District shall not install parking meters beyond the proposed Phase 1 installation below if such installation will result in students of the College parking on neighborhood streets. To that end, the meters shall be installed in phases, as follows:</p> <ul style="list-style-type: none"> - Phase 1 Sophomore Drive: No more than 60 meters - Phase 2 Sophomore Drive: No more than 60 additional meters - Phase 3 Freshman Drive: No more than 60 meters - Phase 4 Stocker Street: Entire street - Phase 5 Sophomore Drive: No more than 60 additional meters - Phase 6 Sophomore Drive: Balance of the street - Phase 7 Freshman Drive: Balance of the street <p>The District shall proceed in the order shown in the above phasing schedule, so that work shall not begin on a particular phase until after the completion of the meter installations permitted by all of the lower numbered phases. As stated above, the District shall not commence work on any phase after Phase 1 until an appropriate time after the installation of the meters permitted by the immediately prior phase. After the completion of each phase, the District shall conduct a parking survey and solicit comments from residents of the adjoining residential neighborhoods. If it is determined that student parking on neighborhood streets is a significant problem, the District shall not proceed with any further parking meter installation phases until such parking has been stopped.</p>	
Utilities		
<p>Water Supply: In the 2005 FEIR water demand on the campus due to implementation of the Master Plan (based on the number of anticipated on-campus students) was estimated to increase by up to 39,897 gallons per day. This increase would not create a significant impact on Southern California Metropolitan Water District’s water supply. Since the</p>	<p>WS-1: New landscaping shall utilize automatic sprinkler systems for landscape irrigation, which shall be adjusted seasonally.</p> <p>WS-2: Landscaping design shall incorporate native and drought tolerant plants to further reduce irrigation water needs.</p> <p>WS-3: The College shall install low-flow faucets, toilets, and showerheads in new</p>	<p>Impacts would be similar to or less than those addressed in the 2005 FEIR; less than significant.</p>

¹. These measures supersede (based on recent experience, practicality and effectiveness) and replace those presented in the 2005 FEIR. Compared to the 2005 FEIR all measures relating to construction of the now-completed secondary access road, as well as other completed and inapplicable measures have been deleted. As a result mitigation numbering has changed compared to the 2005 FEIR. Related to the 2005 FEIR mitigation measures was a Memorandum of Understanding (MOU) between adjacent homeowner associations (HOAs) and the Los Angeles Community College District (LACCD). This MOU is also superseded by the mitigation measures in this SEIR.

**TABLE 1-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Mitigation Measures ¹	Impact Comparison to 2005 FEIR and Level of Significance After Mitigation
<p>number of students on campus is now anticipated to be fewer (as a result of on-line learning), impacts would be less than indicated in the 2005 FEIR.</p> <p>Wastewater: The 2005 FEIR indicated that wastewater flows could increase by 19,955 gallons per day by fall 2022 due to implementation of the 2005 Master Plan (based on the number of anticipated on-campus students). Local sewer lines and wastewater treatment facilities were indicated to have adequate capacity to accommodate this increase in wastewater flows according to the Los Angeles City Bureau of Sanitation. Since the number of students on campus is now anticipated to be fewer, impacts would be less than indicated in the 2005 FEIR.</p> <p>Solid Waste: The 2005 FEIR indicated that the proposed Master Plan could result in an additional 239 tons of solid waste per year (based on the number of anticipated on-campus students). Area landfills are expected to have adequate capacity to accommodate this increase. Since the number of students on campus is now anticipated to be fewer, impacts would be less than indicated in the 2005 FEIR.</p> <p>Energy: The 2005 FEIR indicated that electricity usage and natural gas consumption</p>	<p>facilities.</p> <p>See measure SW-3.</p>	

¹. These measures supersede (based on recent experience, practicality and effectiveness) and replace those presented in the 2005 FEIR. Compared to the 2005 FEIR all measures relating to construction of the now-completed secondary access road, as well as other completed and inapplicable measures have been deleted. As a result mitigation numbering has changed compared to the 2005 FEIR. Related to the 2005 FEIR mitigation measures was a Memorandum of Understanding (MOU) between adjacent homeowner associations (HOAs) and the Los Angeles Community College District (LACCD). This MOU is also superseded by the mitigation measures in this SEIR.

**TABLE 1-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Mitigation Measures¹	Impact Comparison to 2005 FEIR and Level of Significance After Mitigation
<p>could increase by 2.03 million kWh by 2022 as a result of the Master Plan (based on the number of anticipated on-campus students). Existing infrastructure should be adequate to meet this projected increase in demand. Since the number of students on campus is now anticipated to be fewer, impacts would be less than indicated in the 2005 FEIR.</p> <p>Storm Drains: The 2005 FEIR indicated that implementation of the Master Plan would require a total on-site storm water detention of 5,837 cubic feet (cf).</p>		

¹. These measures supersede (based on recent experience, practicality and effectiveness) and replace those presented in the 2005 FEIR. Compared to the 2005 FEIR all measures relating to construction of the now-completed secondary access road, as well as other completed and inapplicable measures have been deleted. As a result mitigation numbering has changed compared to the 2005 FEIR. Related to the 2005 FEIR mitigation measures was a Memorandum of Understanding (MOU) between adjacent homeowner associations (HOAs) and the Los Angeles Community College District (LACCD). This MOU is also superseded by the mitigation measures in this SEIR.

2.0 PROJECT DESCRIPTION

PROJECT LOCATION AND SETTING

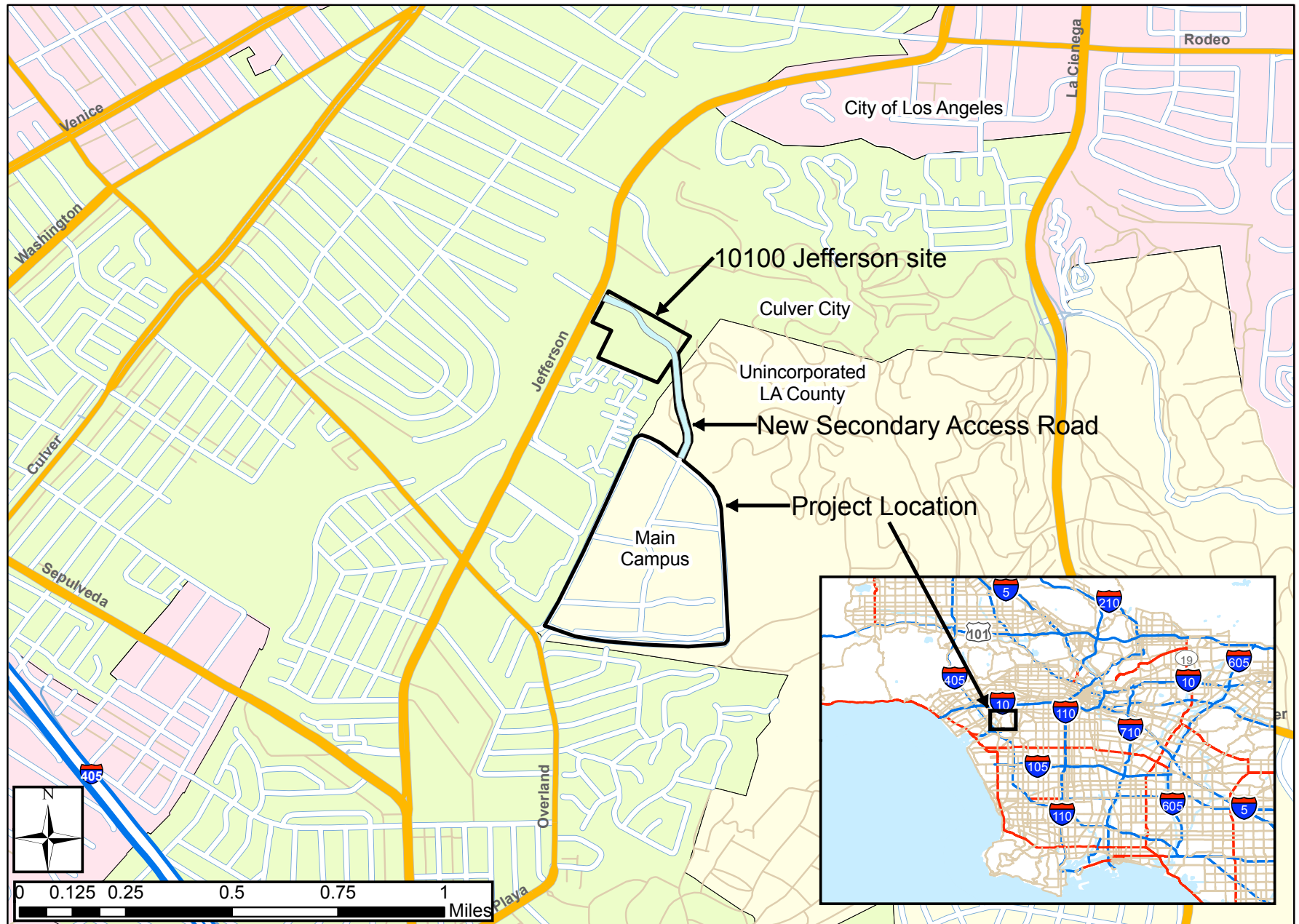
West Los Angeles College (College or WLAC) is one of the nine campuses of the Los Angeles Community College District's (District or LACCD). The College is located within unincorporated Los Angeles County, approximately 11 miles southwest of downtown Los Angeles. The campus is bordered by Culver City to the west, northwest, and south, and the Baldwin Hills oil fields within unincorporated Los Angeles County to the northeast. The City of Los Angeles is located approximately one mile north of the project site. The area east of the project site is also located within unincorporated Los Angeles County. **Figure 2-1** shows the location of the campus.

The proposed 2009 Master Plan (2009 Master Plan) includes the addition of a 9-acre site to the Campus Master Plan. The street address of the site is 10100 Jefferson Boulevard (10100 Jefferson site) in the City of Culver City. The College acquired the 10100 Jefferson site to allow the construction of the planned access to the existing College campus from Jefferson Boulevard as shown in the 2005 Master Plan. The new entry to the College campus is located on 10100 Jefferson site; this entry is scheduled to be open in January 2010.

The College campus occupies approximately 72 acres, excluding the addition of the 9-acre 10100 Jefferson site, and is bounded by the following Los Angeles County roads: Freshman Drive to the west; Sophomore Drive to the north and east; and Stocker Street to the south. The street address of the College is 9000 Overland Avenue in the City of Culver City. Sophomore Drive is immediately adjacent to the Baldwin Hills located generally to the east of campus, and the Baldwin Hills oil fields. Currently College owned streets within the perimeter roads include Albert Vera Drive, and B, C, D, E, and F Streets.

The College campus reflects previous master planning efforts dating back to its opening in 1969. The site is currently developed with educational and administrative buildings, general landscaped areas, parking lots, athletic fields and sports facilities. The College campus buildings range in height from 1 to 5 stories.

Two major freeways are located in the project vicinity and provide regional access to the College. The San Diego Freeway, I-405, is approximately 1.25 miles west of the College and the Santa Monica Freeway is approximately 1.6 miles north of the College. Local access to the College campus is currently provided by Overland Avenue. The previously approved 2005 Master Plan includes the secondary access road to Jefferson Boulevard described above. The construction of secondary access road is nearing completion. Additionally, the College graded a temporary unpaved haul road, for use during the duration of the campus' construction, which runs parallel to the secondary access road.



SOURCE: ESRI StreetMap North America, 2009

West Los Angeles College 2009 Master Plan ■

Figure 2-1
Project Location

Notable uses in the area surrounding the College include:

- Holy Cross Cemetery located south of the College, less than one mile away;
- Blanco Park and El Rincon Elementary School are located approximately one mile south;
- Lindberg Park and Veterans Park are both located less than two miles west;
- Farragut Elementary and Culver City High School are located less than two miles west;
- The City of Culver City's City Hall is located less than two-miles northwest;
- Blair Hills Park and Culver City Park are located approximately one mile north; and
- The Kenneth Hahn State Recreation Area is located approximately 4 miles to the east.

The land immediately adjacent to the College includes vacant land, oil drilling, and residential uses. The area surrounding the site is developed to the west, south and north and undeveloped to the east. Multi-family residential uses are located immediately west and northwest of the College in the City of Culver City. Single-family residential uses are located to the south of the College.

The Baldwin Oil Fields border the College on the east. This area is undeveloped and contains several dirt roads throughout the hills. Further east are the City of Los Angeles residential communities of Ladera Heights and Baldwin Hills.

Zoning and Land Use Designations

Under state law, buildings and facilities at a community college are generally subject to zoning limitations imposed by Los Angeles County. However, the District may exempt classroom facilities from local zoning control. The College can also apply for a conditional use permit or variance for proposed facilities that do not comply with existing zoning regulations.

As stated above the campus is located within unincorporated Los Angeles County; the new 9-acre entry parcel at 10100 Jefferson Boulevard is located within Culver City. The campus is located within two County of Los Angeles zoning designations, R-1, Single Family Residential, and A2, Agricultural.¹ The northwest portion of the site is located in the A-2 zone; the remainder of the campus lies within the R-1 zone. The Los Angeles County General Plan designates the College as Public and Semi-Public Facilities, P.

Additionally, the College falls within the City of Culver City's "sphere of influence," as established

¹ http://planning.lacounty.gov/assets/upl/data/map_z18-ladera-hts-z.pdf. Website accessed on June 27, 2009.

by the Los Angeles County Local Agency Formation Commission. The sphere of influence is considered to be within the Culver City General Plan for purposes of addressing land use compatibility, coordinating land use policy with adjacent jurisdictions, and proposing land use policy for areas of potential annexation. The Culver City General Plan designates the campus as open space with school overlay.²

The 9-acre campus “entry” site, located at 10100 Jefferson Boulevard in the City of Culver City is designated Industrial and located within the special studies area of Blair Hills/Baldwin Hills.³ This property is zoned IG- Industrial General.⁴ The IG zoning district is applied to areas appropriate for a wider variety of industrial uses including outdoor activities, but not heavy industrial uses.

PURPOSE OF THE PROPOSED PROJECT

The primary purpose of the 2009 Master Plan, like the prior Master Plans, is to guide the physical development of the College. The Master Plan takes into consideration both the available funds, and the student enrollment and employees projections. Since preparation and approval of the 2005 Master Plan, the student attendance projections have changed. Student attendance now projects that more students will be attending classes on-line rather than physically attending classes at the College campus; and, based thereon, the College proposes to refine the 2009 Master Plan as set forth below. Like the 2005 Master Plan, the 2009 Master Plan would ensure that all new construction and physical changes to the campus occur in a cohesive and efficient manner.

This has been an ongoing process for West Los Angeles College, a 2-year community college accredited by the Commission for Community Colleges Western Association of Colleges. The College was officially chartered in 1969 and is one of the nine community colleges that form the Los Angeles Community College District.

BACKGROUND FOR 2009 MASTER PLAN

In November 2008, voters approved Measure J with \$3.5 billion in bonds to upgrade class facilities at the nine Los Angeles Community College District’s campuses. In light of these additional funds, a number of the unfunded facilities/buildings in the College’s 2005 Master Plan have been able to move forward and has provided the College an opportunity to make some minor revisions to the proposed physical improvements. In conjunction with the approval of the Measure J funds and the 2009 Master Plan, the College explored following two ways to enhance its revenue:

1. The College investigated a potential joint use of Lot 7 with a private middle and/or high school, whereas the 2005 Master Plan contemplated a Community Center in that location.

² http://www.culvercity.org/it/maps/Map05_GeneralPlanLandUse.pdf Accessed June 26, 2009.

³ Ibid. Accessed July 7, 2009

⁴ http://www.culvercity.org/it/maps/Map15_Zoning.pdf. Website accessed on July 7, 2009.

After discussions with several schools, it became apparent that no private school would be able to afford to build a new school facility, and be capable of paying a lease amount that would generate sufficient positive revenue to West Los Angeles College. Therefore, the College has determined that for the foreseeable future, Lot 7 will remain as a Community Center, as designed in the 2005 Master Plan.

2. The College acquired the 10100 Jefferson site to allow the construction of the planned access to the existing College campus from Jefferson Boulevard as shown in the 2005 Master Plan. However, the 9-acres available on this site also presented opportunities to the College. The College delivered two requests for proposals to prospective developers for a joint occupancy lease of the 10100 Jefferson site. The College anticipated a mixed-use development with uses complementary to the College. When no responses were received to either request for proposal, and based on the current economic climate, the College determined that development of the 10100 Jefferson site as anticipated is no longer reasonably foreseeable.

As a result of this conclusion, the College intends to undertake a feasibility study for the site to identify an appropriate use. Possible uses being considered are college-related facilities, including training classrooms, alternative energy equipment and solar arrays. An alternative energy use corresponds well with the District's goal to make its nine campuses energy self-sufficient and to spur the green economy through energy independence, energy efficiency, energy conservation, and jobs/workforce development.⁵ Nothing is specifically proposed for the 10100 Jefferson site at this time, and additional environmental review will be required once plans are identified.

PROPOSED PROJECT CHARACTERISTICS

2005 Master Plan

In January 2005, the District approved the West Los Angeles Community College Master Plan. In 2005, the College expected enrollment to increase to 18,904 students by fall 2022.

In the 2005 Master Plan design process, campus planning, landscape, and building design guidelines were identified and followed in addressing issues related to the physical development of the College campus. The Master Plan development focused on expanding the campus development footprint by intensifying use of the campus core, then expanding outward to development pads. The open space and landscaping served to unify the campus.

Since approval of the 2005 Master Plan, construction of the South Parking Structure is complete and the secondary access road connecting the College to Jefferson Boulevard is nearing completion. Additionally, construction has begun and is on-going on several other 2005 Master Plan components.

⁵ Los Angeles Community College Districts four-part Renewable Energy Program. See http://www.laccdbuildsgreen.org/renewable_energy.php.

The 2005 FEIR states (on page 2.0-12) that, "[o]nce funding becomes available, the community center, media arts complex including theater, plant operations and storage facilities building, will be defined in greater detail and their environmental impacts analyzed in a new, subsequent or supplemental EIR." The community center is still not funded, but plant operations and storage, and media arts (now called the Watson Center, includes a 400 seat theater), are funded. Additionally, the following buildings identified as not funded in the 2005 FEIR are now funded: a new physical education facility (Allied Health and Wellness); a parking structure on lots 1 and 2 (North Parking Structure); and the high tech classroom building (Technology and Learning Center). These buildings are all now funded and differ somewhat from the sizes analyzed in the 2005 FEIR. This Supplemental EIR analyzes these now-funded projects at the same level of detail as the funded projects analyzed in the 2005 FEIR.

Proposed 2009 Master Plan

Updates are proposed to the 2005 West Los Angeles College Facilities Master Plan. The following identifies the Facilities Master Plan components that are proposed to be changed.

The 2005 FEIR anticipated completion of construction in 2010; construction under the 2009 master Plan would extend through 2013.

Student enrollment and projected employees for 2022 have changed substantially compared to what was projected and analyzed in the 2005 FEIR: the number of students for 2022 is now anticipated to be 22,360, compared to the 18,904 students anticipated in the 2005 FEIR; however, 7,060 of these students or 31.6% are anticipated to be using on-line resources and not physically attending on-campus classes. This results in a decrease in on-campus student attendance to 15,300 students in 2022. Similarly, the 2022 on-campus employment projections have dropped to 664, as compared to 1,248 employees identified in the 2005 Master Plan.

The 2009 Master Plan proposes to make minor on campus circulation changes to improve the center of campus for pedestrian use, and third it proposes to add about 59,356 gross square feet as compared to the 2005 FEIR analysis.

The following summarizes the campus components that are proposed in the 2009 Master Plan compared to what was analyzed in the 2005 FEIR:

- A revised Physical Education Facility – Under the 2009 Master Plan, a new Allied Health Building, including 131,000 square feet, replacing about 63,000 square feet of physical education facilities, would be developed in the western portion of the College. The new building would include about 7,700 sq ft of administrative office, 13,700 sq ft of

laboratories, 38,200 sq ft of athletic space, 11,300 sq ft of locker rooms, 3,300 sq ft of meeting rooms, 3,100 sq ft for the sheriff, 5,700 sq ft of food service and 48,000 sq ft of other accessory uses including pre-function, bathrooms, circulation, mechanical, etc..

- Demolition of the existing plant facility; addition of a new plant located behind North Parking structure.
- Demolition of half of modular classroom building B1, and maintaining the modular buildings B4 and B5 instead of removing them.
- The Media Complex, now the Watson Center, has been relocated.
- The Recycling Center remains generally in the same location in the southeast corner of the campus.
- The Student Services/Administration building is smaller and just Student Services.
- The Student Services/High Tech Classroom was redesigned and now occupies two buildings: the Student Union; and the Teaching Learning Center (TLC). The Teaching Learning Center is now proposed to be 75,000 sq ft as compared to 40,000 sq ft contemplated in the 2005 FEIR.
- A new softball field (instead of a soccer field) with bleacher-style seating in a semi-circle around home plate (with a solid back to block sound). In addition similar bleacher-style seating would be added to the baseball field, again in a semi-circle around home plate with a solid back to block sound. (As with the 2005 Master Plan sports fields and would include lighting.)
- The following changes to parking are also proposed. In the 2005 FEIR a total of 4,368 parking spaces were anticipated for 2022 amounting to a surplus of 1,044 spaces compared to demand. The 2009 Master Plan now includes approximately 2,641 spaces with a demand of 2,487 spaces in 2022 amounting to a surplus of 154 spaces compared to demand. The total parking spaces are based on 7.3 students per space and 1.7 employees per space.
- Internal circulation changes: The College proposes the closure of center of campus to cars including the area from B Street to F Street to Albert Vera Drive. The proposed road closure includes the elimination of F Street.

The following table, **Table 2-1** compares the campus components analyzed in the 2005 FEIR, and the proposed in the 2009 Master Plan.

**TABLE 2-1:
WEST LOS ANGELES COMMUNITY COLLEGE CAMPUS COMPONENTS**

2005 FEIR	2009 Proposed
Physical Education Annex	Allied Health Services Building
Existing Plant Facility (demolished and removed)	New Plant Facility (behind North Parking Structure)
Modular Classroom Building B1 (demolished and removed)	Modular Buildings B4 & B5 (maintained instead of removed)
Media Complex (corner of Stocker and Sophomore)	Watson Center (just west of the North Parking Structure)
Student Services/Administration Building	Student Services (smaller and student services only)
Student Services/High Tech Classroom (one building)	Student Union and Teaching Learning Center (redesigned to occupy two buildings)
Soccer Field (between Physical Education and baseball field on Freshman)	Softball Field with bleacher-style seating around home-plate and bleacher seating around the baseball home plate.
Parking (4,368 parking spaces were anticipated for 2022 amounting to a surplus of 1,044 spaces compared to demand)	Parking (approximately 2,641 spaces with a demand of 2,487 spaces in 2022 amounting to a surplus of 154 spaces compared to demand)
	Internal Circulation Changes (center campus closure to cars, from B Street to F Street to Albert Vera Drive. Includes the elimination of F Street)

Figure 2 shows the Existing Conditions in 2003, **Figure 3** shows the approved 2005 Master Plan and **Figure 4** shows the updated 2009 Master Plan.

The following table, **Table 2-2** compares existing areas in 2003, proposed changes analyzed in the 2005 FEIR and those currently proposed in the 2009 Master Plan.

**TABLE 2-2:
WEST LOS ANGELES COMMUNITY COLLEGE CAMPUS
BUILDING AREAS**

No.	Building Abbrev	Function	Existing 2003	2005 FEIR	2009 Proposed	Schedule
Pre-Master Plan Buildings						
1	A1	ASO Lounge	1,888	0	0	
2	A2	Storage	360	0	0	
3	A3	Storage	1,055	0	0	
4	A4	Offices	2,132	0	0	
5	A5	ASO Offices	1,848	0	0	
6	A6	Food Pavilion	2,921	0	0	
7	A8	Bookstore	7,230	0	0	
8	A9	Sheriff, Dental	8,407	0	0	
9	A12	Offices	7,280	0	0	
10	A13	Offices	11,189	0	0	
11	A15	Facilities	1,992	1,992	0	
12	A16	Facilities Shop	9,596	9,596	0	
13		Facilities Storage	0	4,000	0	
14	ATA	Classroom	24,000	24,000	24,000	
15		Theater	2,000	2,000	2,000	
16		Classroom	12,000	12,000	12,000	
17	ATB	Airplane Storage	7,000	7,000	7,000	
18	ATC	Storage	2,838	2,838	2,838	
19	B1	Offices / Classroom	8,558	8,558	4,279	
20	B2	Toilets	1,072	0	0	
21	B3	Math Classroom	1,956	0	0	
22	B4	Offices / Classroom	8,558	8,558	8,558	
23	B5	Offices / Classroom	8,558	8,558	8,558	
24	B6	Offices	1,800	0	0	
25	B7	Storage	750	0	0	
26	B8	Classroom	4,143	0	0	
27	B9	Classroom	4,147	0	0	
28	B10	Classroom	5,826	0	0	
29	C1	Avengers Lockers	9,836	9,836	9,836	
30	CDC	Child Development	14,000	14,000	14,000	
31	CE	Offices / Classroom	37,556	37,556	37,556	
32	CP	Central Plant	5,066	5,066	5,066	

**TABLE 2-2:
WEST LOS ANGELES COMMUNITY COLLEGE CAMPUS
BUILDING AREAS**

No.	Building Abbrev	Function	Existing 2003	2005 FEIR	2009 Proposed	Schedule
33	FA	Classroom	25,500	25,500	25,500	
		Theater	5,800	5,800	5,800	
		Gallery	2,123	2,123	2,123	
34	HLRC	Library	67,000	67,000	67,000	
35	PE - M	Men's	21,885	21,885	0	
36	PE - C	Other	7,600	7,600	0	
		Gymnasium	13,000	13,000	0	
		Pool	2,900	2,900	0	
37	PE - W	Women's	17,492	17,492	0	
38	SC	Science Center	8,750	8,750	8,750	
39	WSE	West Side Ext	1,900	0	0	
Subtotal			389,512	327,608	244,864	
Master Plan Buildings						
1	SPS	South Parking Structure		1,000 spaces	1,132 spaces	Completed 12/1/2008
2	SMB	Science & Math	0	85,200	86,000	Academic Occupancy 2/9/10
3	SSB	Student Services	0	84,400	50,000	Academic Occupancy 8/30/10
4	GC	General Classroom	0	46,000	46,000	Academic Occupancy 8/30/10
5	NPS	North Parking Structure		1,950 spaces	1,450 spaces	Complete 06/2011
6	PFC	Offices	0	0	3,600	Complete 06/2011
		Shops	0	0	15,000	Complete 06/2011
7	TLC	Teaching Learning Center	0	40,000	75,000	Complete 03/2012
8	WC	Watson Center (Media Arts)	0	63,900	63,000	Complete 03/2012
9	SU	Student Union	0	0	12,000	Complete 11/2012
10	AHW	Allied Health and Wellness	0	0	131,000	Complete 07/2012
11	CC	Community Center	0	12,000	12,000	
Subtotal			0	331,500	501,600	
Building Analyzed in the 2005 EIR but not built						
1	PE X	Phys Ed Expansion	0	20,000	0	
Grand Total			389,512	679,108	738,464	

* approximately 400 seats

The 2010 SEIR building heights for the proposed buildings are taller than anticipated in the 2005 FEIR. The 2005 FEIR anticipated heights of 40 feet to 72 feet. The new buildings would range in height from 25 feet (Student Union) to 59 feet 6 inches (Allied Health and Wellness Building) to 135 feet (Teaching Learning Center). The proposed buildings would have the following heights: North Parking Structure 66 feet 10 inches (similar to the recently completed South Parking Structure), Watson Center 64 feet 4 inches (this building will be in the center of campus and will be shorter than

other new buildings in the center of campus (Science and Math Building and Student Services Building). The Student Union at 25 feet 2 inches will be shorter than most buildings on campus. The Teaching Learning Center will be about 135 feet tall; and it would be approximately 50 feet taller than the adjacent Science and Math Building.

MITIGATION MEASURES

Construction has been underway at the West Los Angeles College since 2005. The secondary access road was recently completed (early 2010). Therefore some mitigation measures are no longer applicable (for example those associated with construction of the road). In addition based on experience on-site the College has revised some of the mitigation measures to reflect this recent experience while at the same time maintaining effectiveness of the mitigation measures.

One important change in the mitigation that could be of concern to adjacent residents is to allow the flexibility to start construction one hour (7 am compared to 8 am) earlier and to end two hours later (8 pm as compared to 6 pm) than was allowed by the 2005 FEIR. This change is consistent with the County of Los Angeles Noise Ordinance and will allow construction to be more efficient (potentially fewer days of construction); an earlier start time is traditional for construction workers and allows more construction traffic to occur outside the peak hour traffic period.

GOALS OF THE PROPOSED PROJECT

The key objectives for the proposed project include the following:

- To design for future growth and accommodate projected student enrollment on College campus in light of available funds.
- To modernize and improve academic, sports, recreational and aesthetic amenities on the College.
- To increase amenities available for College students.
- To improve campus circulation and access to the College campus and promote a pedestrian friendly environment.
- To ensure that design considerations for people with mobility limitations, visual impairments, or other disabilities are incorporated into the overall design.
- To continue to create a strong sense of place that supports the academic and social life of the College.
- To improve aesthetics in and around the campus.
- Maintain flexibility in use of spaces.

SCHEDULE

Construction of the Master Plan buildings would continue through 2013 (as compared to a 2010 completion year discussed in the 2005 FEIR). The precise start dates (and therefore end dates) of individual buildings has not been determined and therefore this Supplemental EIR discusses contemporaneous construction of remaining buildings, although it is quite likely that construction activities will be staggered.

DISCRETIONARY APPROVALS

Los Angeles Community College District Board: Approval of Master Plan.

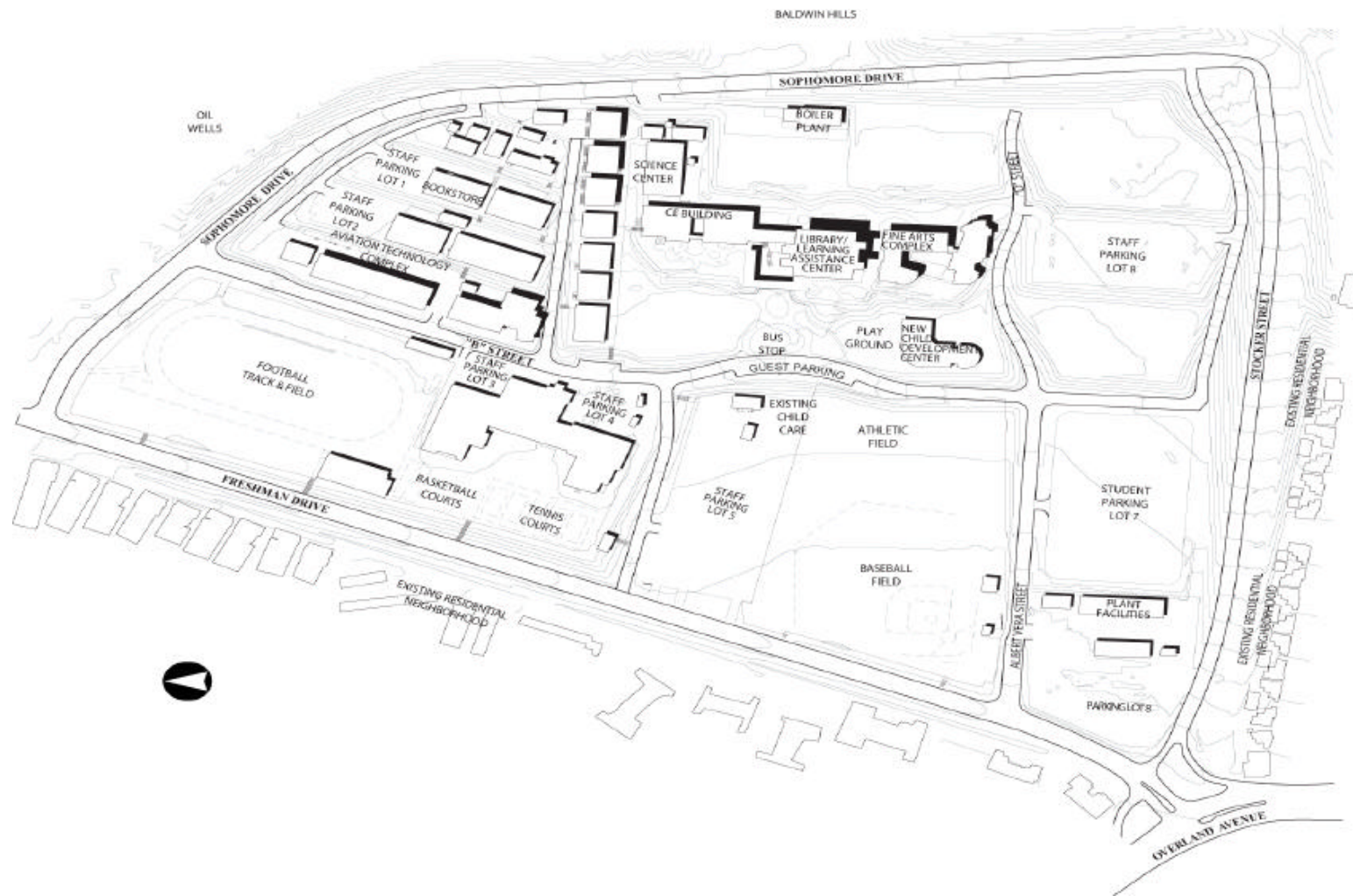
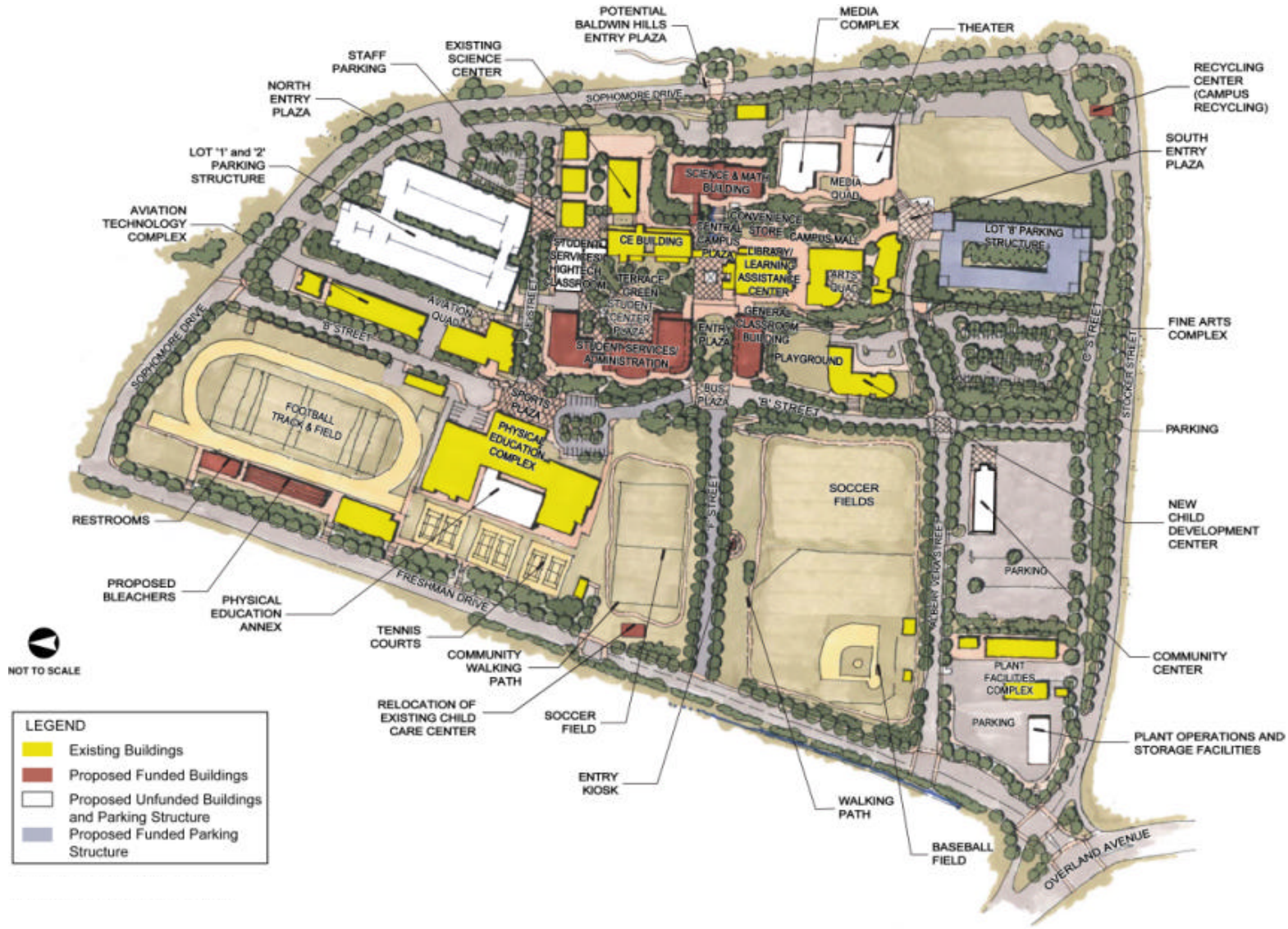


Figure 2-2
Existing Conditions, 2003

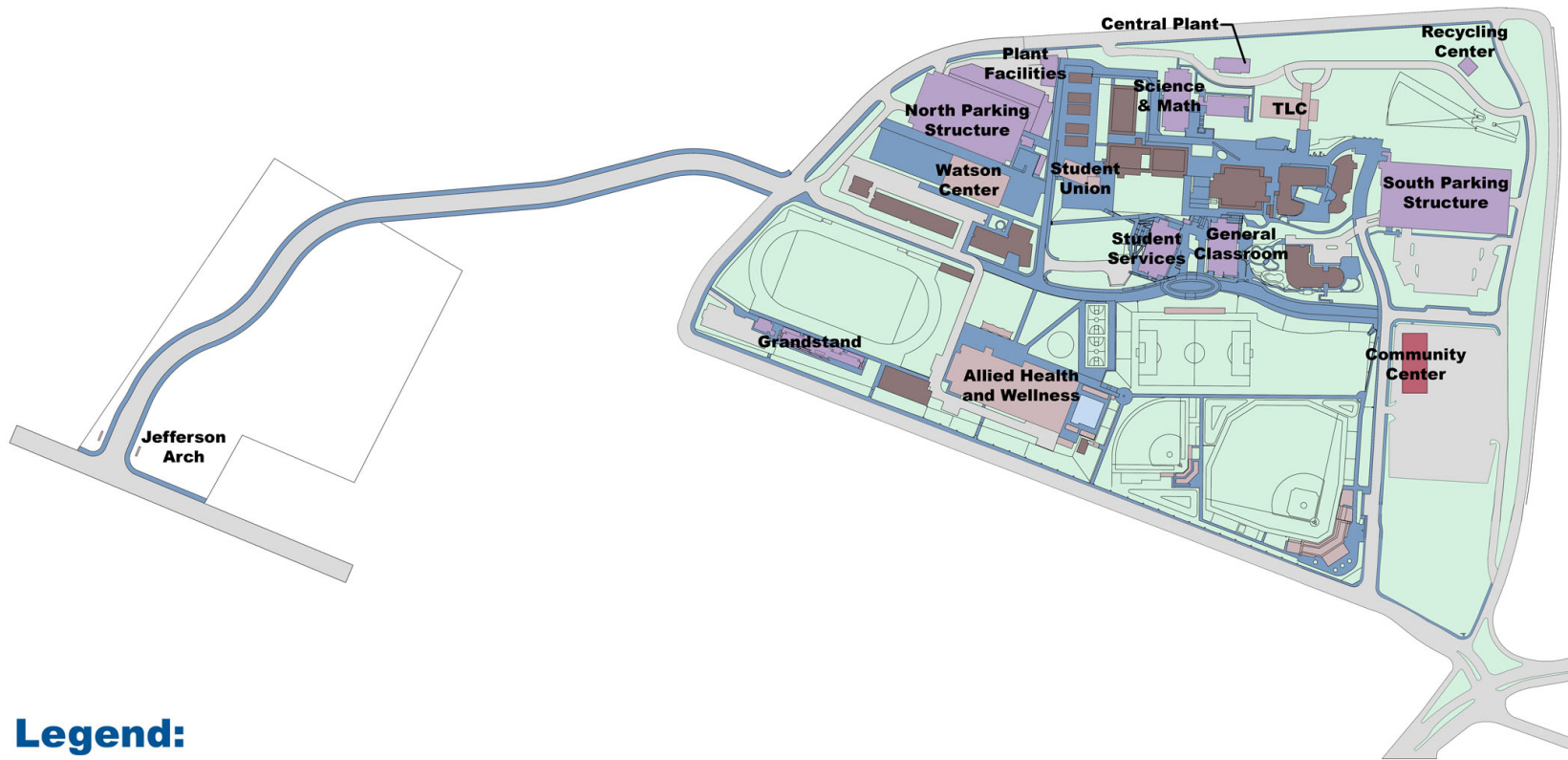


SOURCE: West Los Angeles College, 2004

West Los Angeles College 2009 Master Plan ■

Figure 2-3

2005 Master Plan Conceptual Design



Legend:

- Open Space / Athletic Fields
- Pedestrian and / or Service Lanes
- Existing Buildings
- New, Funded Buildings Analyzed in 2005 FEIR
- New, Unfunded in 2005, Funded in 2009, Buildings Analyzed in 2005 FEIR and 2009 SEIR
- Proposed New Buildings not funded



3.0 ENVIRONMENTAL SETTING IMPACTS AND MITIGATION MEASURES

3.1 OVERVIEW

The purpose of this document is to provide the reader with the information necessary to understand and evaluate the potential environmental impacts resulting from the implementation of the proposed 2009 West Los Angeles College Facilities Master Plan ("2009 Master Plan"). As previously discussed in Sections 1 and 2, voter approval of Measure J designated \$43.5 billion in bond monies to upgrade classrooms at Los Angeles' community colleges. The additional funds allocated to West Los Angeles College (College) provided the money to start and complete the unfunded facilities/buildings identified in the College's 2005 Master Plan as well as some minor revisions to the proposed physical improvements. The 2009 Master Plan is the product of the additional funds and changes to details of the proposed 2005 Master Plan. This Supplemental EIR documents how the proposed modifications to the 2005 Master Plan as presented in the 2009 Master Plan would change the environmental analyses contained in the 2005 Final Environmental Impact Report (FEIR).

To help the reader understand the analyses presented herein, each environmental impact category in this Supplemental EIR is discussed separately. The environmental issues are divided into the following subsections:

Setting: This subsection summarizes the environmental setting information presented in the 2005 FEIR and notes any substantial changes in the environmental setting since adoption of the 2005 FEIR. The following are examples of information that will be presented: (1) in the air quality section, updated information on the 2007 AQMP and also global warming/greenhouse gas legislation is provided; and (2) in the utilities section, updated information on the current water supply issues affecting the region is provided.

2005 FEIR Impact Analysis: This subsection summarizes the analyses from the 2005 FEIR that would be relevant to the 2009 Master Plan. Please note, that the secondary access road analyzed in the 2005 FEIR is now complete; therefore, the analyses and mitigation measures relevant to the construction of that roadway are not relevant to this Supplemental EIR for the proposed 2009 Master Plan.

2009 Master Plan Impacts: This subsection identifies the potential change in impacts that could result from the 2009 Master Plan as compared to prior impacts discussed in the 2005 FEIR.

Mitigation Measures: This subsection identifies mitigation measures from the 2005 FEIR revised (and in some cases augmented) to address the 2009 Master Plan as well as recent construction experience on the site.

The significance criteria for each environmental impact category remain the same as those discussed in the 2005 FEIR and are based on the definitions that have been developed and established by the Los Angeles Community College District and responsible and trustee public agencies, and are consistent with the *State CEQA Guidelines*. The environmental impact analyses focus on the changes to the project that could result in new potentially significant effects that could occur during project construction and/or operation, or previously identified significant effects that could be made substantially more severe.

In fall 2003-04 the on-campus headcount was 9,890 students and 422 or 4.1% of the students attended classes on-line, for a total of 10,312 students. The 2005 FEIR did not account for the online student population as it was a relatively minor fraction of all students in 2003-04 and was not anticipated to change. Therefore the analysis presented in the 2005 FEIR was conservative because it did not discount campus impacts for students attending classes on-line.

However, since 2005, the number of on-line students has grown substantially, and is projected to continue growing. In 2007-08 the on campus headcount was 8,920 with an additional 1,695 or 16.0% of the students attending on-line classes.

Student enrollment and projected employees for 2022 have changed substantially compared to what was projected and analyzed in the 2005 FEIR: the number of students for 2022 is now anticipated to be 22,360, compared to the 18,904 students anticipated in the 2005 FEIR; however, 7,060 of these students or 31.6% are anticipated to be using on-line resources and not physically attending on-campus classes. This results in a decrease in on-campus student attendance to 15,300 students in 2022. Similarly, the 2022 on-campus employment projections have dropped to 664, as compared to 1,248 employees identified in the 2005 Master Plan.

3.2 AESTHETICS (VISUAL RESOURCES)

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the proposed 2005 Master Plan (2005 Master Plan) on visual resources.

SETTING

Visual Quality and Character

The visual quality and character of the West Los Angeles College (College or WLAC) is defined by the natural, geologic topographic and biologic, and built, classrooms, buildings, recreational, environment, including land coverage, scale, and form. The campus is comparatively isolated by the lack of public street access. There is no through traffic on the streets adjoining the College. In terms of its visual character, the campus has an institutional appearance. Most of the existing buildings are located close to the eastern periphery of the College, while the sports facilities are located on the west. The parking lots are located to the south and west, and street parking is available on streets surrounding the campus, since 2004 street parking has become restricted; on completion of the Master Plan, most street parking will be prohibited. A majority of the classroom/student services buildings are concentrated on the eastern half of the campus, east of B Street. Rather than being organized around a quadrangle, the buildings are in a series of linear alignments. None of the buildings are aligned along a central court. The campus has a mix of permanent and temporary structures. The temporary structures are either placed in a parallel or perpendicular alignment to the south of E Street. The permanent structures are located slightly southeast of the center of the campus; these structures are the CE Building, Library/Learning Assistance Center, and the Fine Arts Complex. The Aviation Quad, or the Aviation Technology Complex, located at the northeastern portion of the campus, also has a series of permanent buildings placed linearly in rows along a northeast-southwest axis. Although a majority of the permanent classroom and administrative buildings on campus are 3 to 5 stories in height, use of terraces for building siting and landscaping serves to reduce the scale of the buildings.

A series of leveled terraces step up gradually in elevation in a northerly direction along Freshman Drive and in a steeper easterly sequence to Sophomore Drive. These terraces provide several vantage points that offer scenic views of the surrounding areas. Mature tree placement along terrace edges and roads serves to screen views into the campus from off-site.

The esplanade, bordered by B Street on the west and CE Building and Library complex on the east, is the College's key designed landscape. It is composed of a series of interconnected circular planting areas and longer gently curving paved walkways and is shaded by appropriately scaled California sycamore, liquid amber, pine, and cypress trees.

Overall, the campus is considered to have a moderate level of visual quality because of the natural

and built features within it range in quality.

The area in the vicinity of the 10100 Jefferson Boulevard property and the recently constructed secondary access road includes a small portion of the Baldwin Hills oil fields and an industrial area of the City of Culver City. The Baldwin Hills have been disturbed by oil extraction-related activities since the early 1900s. The slopes and ridges are distinguished by the presence of active oil well production pads, clusters of oil storage tanks, exposed oil transmission pipelines, and crudely cut dirt access roads on bare and scrub-covered ground. While the Baldwin Hills themselves have high potential for visual quality, the oil-related facilities and activities detract from their appearance, and the area is currently of low visual quality. The industrial area along Jefferson Boulevard, which is characterized by box structures and parking lots, has low visual quality.

Scenic Vistas and Views

Campus Views

As described above, the campus is comparatively isolated by the lack of public street access, topography, and landscape screening. As such, the public spaces and private property locations from which different viewing populations may routinely see the campus are limited both in terms of the numbers of viewers and the directions and locations from which the campus can be seen. The streets that loop the campus serve the campus only and do not connect with streets that serve the residential neighborhoods.

Views from private property surrounding the College are affected by a variety of factors that act to restrict visibility of the campus and its features from all points of the compass. There are no designated scenic vistas or corridors in the vicinity of the campus. Views of the campus from the east and north are limited to oil field workers and others involved in management of the area's petroleum resources as these areas are not open to public. Views of the College from surrounding residential areas to the south are largely shielded by intervening topography, an electricity easement, campus fencing, and mature trees. The residential areas west of Freshman Drive are visually separated from the campus by building setbacks, a drainage channel, and the College's landscape buffer; in the small number of cases where the views from these structures are oriented toward the College, they are almost always obstructed by intervening trees and shrubs. The terraced slopes at the campus core offers moderately high quality views to the west and northwest framed by mature trees; elsewhere from the campus, the views are ordinary.

Southerly and Westerly Views from the Baldwin Hills

The elevated terrain to the northeast and east of the campus consists of oil fields/open space located in the Baldwin Hills. The naturally scrub/chaparral-covered hillsides and ridges of the adjacent Baldwin Hills are closed off to public access by continuous perimeter chain-link fencing topped with

multiple strands of barbed wire. Views of the campus from the east are limited to oil field workers and others involved in management of the area's petroleum resources. While conceptual planning for trails and vista points has been undertaken, no public facilities exist on the ridgelines east of College.

Northerly Views from South of Stocker

The residential neighborhood south of Stocker Street is arranged and situated in such a way that northerly views of the campus are rare. A number of factors contribute to the lack of campus visibility from south of Stocker Street. The factors include the width of the Stocker Street right-of-way, campus-perimeter fencing and landscape trees along the south edge of the campus, an electricity transmission line easement containing dense vegetation growth paralleling Stocker Street, and elevation differences between the raised Stocker Street roadbed and the lower backyards of the adjacent residential properties. Most important among the above view restricting factors is the roadbed for Stocker Street, which was raised to create a more suitable gradient for the road's ascent toward the Baldwin Hills. The roadbed's construction created an embankment that effectively blocks northerly views of the campus from residences along Northgate Street. Less than half a dozen private residences along Flaxton Street, east of the end of Northgate Street, have northwest-and west-facing views overlooking the campus. However, these views are partially screened by the mature vegetation located along the southern perimeter of the campus.

The residential development has expanded onto the slopes of the Baldwin Hills southeast of College to take advantage of the views of Los Angeles basin afforded from higher elevations. The prevailing slope of residential hillside development south and southeast of College is oriented toward the west and southwest, in directions that typically do not include views of the campus from higher elevations. A small number of exceptions exist in favorably situated locations along Cranks Road, Esterina Way, Ranch Road, and St. James Drive. Here some private residential lots may have view orientations toward the northwest, since they are sited at a substantially higher elevation than the campus, for example Mary Crest Manor is 0.15 mile south on a 300-foot ridge-top elevation which is 115 feet higher than the top of the proposed Lot 8 parking structure.

Northeasterly views from Overland and Clarmon

Overland Avenue passes within 150 feet of the southwest corner of College at its intersection with Freshman Drive. The intersection constitutes a break in the continuous development that borders the eastern side of Overland Avenue. A residential street, Clarmon Place, joins the western side of the intersection opposite Freshman Avenue. Clarmon Place is a small, dead-end residential street serving a single-family residential neighborhood of the same design, apparent age, and density of the residential development adjacent to the campus south of Stocker Street. Northeasterly views toward the campus are possible from Clarmon Place through the intersection, but perimeter, on-campus trees effectively block views of campus buildings.

Easterly Views from Freshman Drive and Areas West

Private multifamily residential structures, including the Tara Hills, Lakeside Village, Lakeside Villas, and Raintree condominium complexes, are located along the western perimeter of the campus on Freshman Drive; these residents have most of the potential views of the campus. These residential structures are typically at elevations 10 feet below the elevation of Freshman Drive. The structures range from 2 to 3 stories in height and generally do not face toward Freshman Drive but are oriented toward common landscaped areas, including a man-made lake. They are visually separated from the campus by building setbacks, a flood control channel, and the College's landscape buffer. In a small number of cases where the views from these structures are oriented toward the College, they are almost always obstructed by intervening trees and shrubs.

The width of the combined building setbacks and drainage easement separating the residential buildings from the western edge of the campus ranges from 100 to 225 feet. The concrete drainage channel's raised banks are also landscaped, introducing an irregularly spaced double row of trees and tall shrubs. In places, the trees and shrubs coalesce to form a vegetation screen dense enough to obscure almost all campus views. In other locations the screening vegetation is less dense and thins to permit filtered or partially screened views.

Public views of the campus from Freshman Drive are from street or sidewalk level and are similar to the private views discussed above. However, in some instances, views are blocked by manufactured slopes that rise considerably above street level where they buttress terraced athletic fields and ball courts, with the exception of the football field's north end, at Freshman and Sophomore Drives, where the field and the road are essentially at the same grade. Elsewhere on campus, the presence of physical education buildings, landscaping, and shade-covered tennis-court fencing near the campus perimeter act to restrict and /or eliminate campus views.

Existing views of the area in the vicinity of the 10100 Jefferson Boulevard property and the recently constructed secondary access road vary by location. Public views of the southern end of the roadway are limited to motorists on Sophomore Drive, persons on the northern part of the campus, and oil field workers. Views of this area from the Raintree condominium complex are generally obscured by existing trees and vegetation. Employees of the industrial/commercial businesses along the east side of Jefferson Boulevard and oil field workers have views of the area. This area may also be visible from the higher elevations in Culver City Park to the north. The views of these areas are ordinary.

Light and Glare

The natural and built features at the College currently have minimum potential to significantly affect on-campus and off-campus properties. At night, the College is located at an illuminated edge of an urban landscape where it abuts the unlit open space comprising the Baldwin Hills. Light sources

emanating from the campus, from the adjacent publicly illuminated county streets, and from vehicular traffic contribute to the area's ambient night lighting conditions and can potentially be highlighted against the dark backdrop of the hills.

The intensity of light sources on and immediately adjacent to the campus is typical for educational institutions located in urban settings. Streetlights are the point sources that potentially contribute most to nighttime illumination and could spill off-site into adjacent residential areas. Street lighting exists along numerous public thoroughfares in the vicinity of College, including Overland Avenue and Jefferson Boulevard.

The distance of the most prominent buildings on campus, the Fine Arts Complex and Library/Learning Assistance Center, from the nearest residential structures to the south and west of the campus is approximately 850 to 1,100 feet, respectively. The exterior of the existing buildings is constructed of stone, stucco, wood, and low-reflective glass. Additionally, as indicated above, most of the buildings are located in the interior of the campus, interspersed with trees and other screening elements. The existing structures do not reflect light in amounts sufficient to be considered either a hazard or visual nuisance.

2005 FEIR IMPACT ANALYSIS

Visual Quality, Character and Resources

The Master Plan would introduce new buildings of substantial size, parking structures, athletic facilities, and new landscaping. The majority of the planned building additions would occur within the core area of the campus or adjacent to it, and their location and appearance would be in character with existing development in terms of form, function, and massing. The two tallest of the proposed buildings, the Science and Math Building, and the Media Arts Complex (now called the Watson Center), would be next to each other and both would be situated east of the Heldman Library/Learning Resource Center Building the tallest building on campus, and would be largely screened from view from Freshman Drive.

Improvements to athletic fields and courts, to surface parking lots, and to perimeter landscaping would potentially be more visible from adjacent streets and nearby private residential viewing locations. None of the buildings on the campus can be characterized as a visual resource. It is unlikely that trees would have to be removed. However, if any trees are removed, they would be replanted under the landscaping schemes for the campus. Landscape elements identified in the plan include street trees, shrubs, ground cover, accent elements and flowering plants, lawns, hillside screen land scaping, and a riparian creek feature.

The Master Plan provides design guidelines that set a framework for the design of campus buildings, spaces, and infrastructure. The stated aim of these guidelines is to create a unique and memorable

campus character through form, texture, scale, and the treatment of architecture and landscape elements. The Master Plan recommends a palette of natural building materials and colors that complement the natural setting of the Baldwin Hills. The limited use of more intensive colors on the campus is reserved for areas of specific articulation and architectural accents, such as major building entries, and around the plazas

The design guidelines are intended to direct engineering and design consultants who will be preparing the final design and construction documents for new buildings and landscape improvements. The purpose is to ensure that the campus maintains a strong sense of identity and place over time. The guidelines incorporate principles regarding siting and grouping of structures, and building height and massing, building entrance placement, and the articulation of edges.

The Master Plan provides a mechanism by which the design guidelines would be implemented:

When a planning of facilities project is in programming and design, it must be presented to the Campus Planning Committee (CPC) OR a designated Design Review Committee (DRC) at key points in the process.... CPC/DRC will ensure that projects fit into the general context of the Master Plan and as they go from program through concept to design will utilize the Design Guidelines in Chapter IV of the Master Plan to ensure that the college's design standards and requirements are maintained.

With the incorporation of the design guidelines, the project as proposed is expected to be appropriate to its setting and consistent in scale and design with, and in scale with the surrounding development. No impacts to the visual quality and character of the campus would occur.

The area in the vicinity of the 10100 Jefferson site and the recently constructed secondary access road is generally of low visual quality due to industrial uses and oil extraction activities in the area.

Scenic Views and Vistas

Southerly and Westerly Views from the Baldwin Hills

Access to the properties with oil-extraction activities in the Baldwin Hills north and east of the College campus is closed to the public. Under the 2005 Master Plan, the tallest building proposed in the Master Plan is the Science and Math Building, five levels above ground (83 feet 9 inches), constructed near the eastern boundary of the College. This location of the building would not block the previously identified moderately high-quality views to the northwest and west. None of the other proposed buildings on the campus would be of sufficient heights to block significant portions of the panoramic views of the Los Angeles basin to the west of the Baldwin Hills. Therefore, no impact to any scenic vistas is identified.

The views of the Los Angeles basin from the Baldwin Hills that also overlook the campus buildings

would resemble the context of potential views from future hiking trails located along ridges east of College. The tallest of the proposed campus buildings would be located in a cluster around the Library and Heldman Learning Research Center buildings. None of the proposed buildings would have roof elevations capable of blocking views of the Los Angeles basin.

The proposed development on the College campus would not result in significantly adverse visual impacts to views from the Baldwin Hills or the residential neighborhoods located to the north and east.

Northerly Views South of Stocker

Northerly views of the existing campus facilities from the residential development located south of Stocker Street are effectively obstructed with the exception of one private residence. A new 5 story parking structure that serves the South Entry of the campus is located in Lot 8, and a Community Center would be located on the southern part of the student parking lot. The footprint of the proposed parking structure is located approximately 325 feet north of the residence that has a view of the campus; the Community Center would be situated approximately 700 feet northwest of these residences. Mature perimeter trees, located on the southern side of the campus, adjacent to Lot 8, are at least 30 feet tall. Thus, the terrain in combination with the existing perimeter landscaping is of sufficient height and density to effectively screen views of a completed parking structure on Lot 8. The Community Center would have a roof height ranging between 24 and 35 feet, bringing the new building's elevation to approximately 114 to 125 feet. The residence overlooks the student parking lot from a significantly higher elevation; therefore, only the roofline of the Community Center would be visible. Further, campus perimeter trees also effectively obscure potential views of the Community Center.

Landscaping trees will be added in the gaps between existing perimeter trees along the north side of Stocker Street and that a second row of trees may be added along the south side of the street.

Residential development has expanded onto the slopes of the Baldwin Hills southeast of the College to take advantage of Los Angeles basin views that higher terrain permits. The prevailing slope aspects of residential hillside development south and southeast of the College is oriented toward the west and southwest, in directions that typically do not include views of campus from higher elevations. A small number of exceptions exist in the case of selected residential development along favorably situated locations of Cranks Road, Esterina Way, Ranch Road, and St. James Drive where private residential lots may have view orientations in northwesterly directions.

The scenic vista/views available from the elevated areas to the south of the College are not of the school itself but of the larger urbanized Los Angeles basin. The project would not block views of the Los Angeles basin.

The completion of the structural and landscaping elements of the proposed Master Plan would not result in the creation of significantly adverse impacts views from Stocker Street or from the limited number of private residences with potential northerly views of the campus.

Northeasterly Views from Overland Avenue and Clarmon Place

The Master Plan does not include prominent building projects near the southwestern corner of the campus that would significantly alter existing views of that portion of the campus from either Overland Avenue or Clarmon Place. Implementation of the Master Plan would not result in significant adverse visual impacts on the views from the southwest entry-point vicinity.

Easterly Views from Freshman Drive and Areas West

Freshman Drive descends gradually from a street elevation of 96 feet in a southerly direction, while the adjacent football field maintains a level elevation of approximately 100 feet. The close proximity of abutting sidewalks to the slopes results in the loss of campus views. Motorists' views are similarly affected, but their viewpoints are located further away from the slopes and they may have some views of the campus. Few residents have views from the upper floors of residential structures west of Freshman Drive.

Lines of sight for pedestrians, motorists, and for potential views from private residential structures, where not blocked by trees, extend over the flat football field, catch sight of the tier of buildings comprising the Aviation Technology Complex and extend beyond to include views of the Baldwin Hills. The distance of the potential view from the residential structures to the first visible ridgeline beyond the campus is approximately 1,600 feet. Improvements that fall within views of the northern campus from the end of Freshman Drive include a 5 story parking structure, located on Lots 1 and 2, and 40-foot-high bleachers with a 14-foot-high restroom building near the western side of the football field. Buildings at the existing Aviation Technology Complex effectively obscure views of the proposed parking structure. Thus, the parking structure would not create a new view blockage. The 40-foot-high bleachers and a 14-foot-high restroom building along the western side of the football field, however, would result in a new partial blockage of views of interior areas of the campus and of the ridgelines in the Baldwin Hills.

As described, proposed structural additions and changes to the interior of the campus are scarcely visible from the northern end of Freshman Drive and their completion would not result in the creation of significantly adverse visual impacts. The location of bleachers close to Freshman Drive would introduce a prominent visual feature that would block views that extend across the athletic fields and campus buildings to the Baldwin Hills. Master plan landscaping improvements proposed for Freshman Drive indicate that gaps between street trees along the western side of the street would be filled in by planting new trees. Deciduous trees would also be located on the terrace slopes adjacent to the sidewalk along the eastern side of the street. The proposed tree landscaping

improvements would contribute to an aesthetically pleasing streetscape along Freshman Drive and in the process help conceal views of the bleachers.

Views of the campus and the Baldwin Hills from the residential structures west of Freshman Drive have a high probability of being filtered, screened, or blocked by the intervening trees that border the drainage channel and street. Those residences that do have such views, however, would likely have them blocked by the proposed bleachers and their adjacent restroom building. The affected view is not of an identified scenic vista; therefore, no significant impact would occur.

The intervening slope and large distance combine to restrict views of the interior of the campus and the Baldwin Hills from street level on Freshman Drive and from residential structures located immediately to the west. The existing Physical Education Complex buildings located near the western margins of the campus would block views of the new buildings proposed for the core area of the campus. These features also block existing views of the Baldwin Hills ridgelines.

The campus area along Freshman Drive, from Albert Vera Drive to the tennis courts, is occupied by Student Parking Lot 5 and the baseball field. The surface levels of the latter are essentially level and permit more extensive views toward the interior of the campus. Sidewalk, street, and residential building views would include views of the 5 story parking structure from distances ranging from approximately 1,300 to 1,500 feet. Existing campus trees would filter and screen views of the lower two-thirds of the westerly facing walls of the structure. Trees located on manufactured slopes behind the proposed parking structure would protrude above its roofline. The tops of ridges in the Baldwin Hills would be visible at distances of approximately ½ mile.

Surface changes include proposed changes for Student Parking Lot 5, where three quarters of the pavement would be removed and be replaced by a turf-grassed soccer field and graduation green. The Master Plan's landscaping improvements also provide for the planting of deciduous streetscape trees along the baseball field's perimeters with Freshman Drive and Albert Vera Street.

The proposed tree landscaping improvements would help to create aesthetically pleasing streetscapes along Freshman Drive and Albert Vera Street. The maturing trees, however, may also gradually diminish easterly views across the campus from residential structures that are not now partially screened or blocked by existing street trees.

The proposed Master Plan's building, parking structure, and landscaping elements that would become visible in views from the Freshman Drive vicinity adjacent to Lot 5 and the baseball field would not result in significantly adverse visual impacts to either public street or private residential views directed toward the campus.

Light and Glare

The Master Plan design guidelines recommend a palette of natural building materials and colors to guide the design and construction of new campus buildings and the remodeling of existing structures. Primarily lighter colors that complement the natural setting of the Baldwin Hills will be utilized. The limited use of more intensive colors on the campus is reserved for areas of specific articulation and architectural accents such as major building entries, and around the plazas, the North and South Entry Plazas and the Student Center Plaza. Consequently, significant glare impacts would not occur.

Nighttime lighting sources have the potential to contribute significantly to unwanted spillover. Light and glare effects from the campus could include street and parking lot lighting, window and exterior building lighting, and pedestrian walkway and athletic activity area lighting.

The existing street lighting along Freshman Drive and Stocker Street would remain unchanged. No changes have been proposed to the perimeter street lighting. The landscaping improvements illustrated in the Master Plan show the addition of campus perimeter and internal streetscape trees. The streetscape tree landscaping would reduce the glow of street lighting, where visible from off-site. Lighting emanating from different parking levels within the proposed parking structures as well as from parking lots to remain would in most cases be shielded from off-site view by intervening structures and by mature tree landscaping.

Most of the new buildings proposed for the campus would be located in or near the core area of the campus, east of B Street and north of D Street. The core area is substantially removed from the residential structures located closest to the campus. The illumination from new buildings would be buffered and screened by mature trees distributed throughout the intervening distances. The location of the largest of the proposed structures toward the eastern edge of the campus, behind existing structures would limit their potential contribution to unwanted spillover lighting. The tallest of the proposed buildings would also be situated close to Sophomore Drive, nearly as far from the residential areas west of Freshman Drive as would be possible. Given the setback distance of new structures and the presence of existing intervening buildings and mature trees, the proposed buildings would not contribute significantly adverse amounts of light to the prevailing nighttime illumination in the project vicinity.

Interior campus sidewalks are illuminated by pole-mounted globe lights and are capable of creating a skyward glare. New walkway light fixtures would be shielded and directed to minimize any spillover lighting. Existing light poles are to be replaced over time as campus redevelopment progresses. As interior campus walkways are buffered and shielded from off-site views by campus structures and landscaping, the proposed project pedestrian walkway lighting would not be a significantly adverse source of spillover lighting.

New facilities planned for the southern portions of the campus include the Lot 8 parking structure, the Community Center, and the Plant Operations and Storage Facility located in Parking Lot 7, which is currently illuminated nightly. Given the distance between the residences, change in elevation, the fence along the College's perimeter, and the existing mature vegetation located between the homes and the College, glare and shade impacts would not occur. Most of the lighting would be oriented toward walkways; therefore, no spillage impacts would occur.

The proposed improvements to the athletics facilities adjacent to Freshman Drive include provisions for the installation of lighting. Athletic field lighting could significantly increase nighttime light levels in the area and could result in spillover impacts on sensitive residential uses to the west, a potentially significant impact.

2009 MASTER PLAN IMPACTS

Similar to the 2005 FEIR, impacts to scenic vistas and resources are not anticipated to occur under the 2009 Master Plan revisions. The majority of the planned building additions would occur within the core area of the campus or adjacent to it, and their location and appearance would be in character with existing development in terms of form, function, and massing.

Building heights of proposed buildings are taller than anticipated in the 2005 FEIR. The 2005 FEIR anticipated heights of 40 feet to 72 feet; the new buildings would range in height from 25 feet (Student Union) to 59 feet 6 inches (Allied Health and Wellness Building) to 135 feet (Teaching Learning Center). The proposed buildings would have the following heights: North Parking Structure 66 feet 10 inches (similar to the recently completed South Parking Structure), Watson Center 64 feet 4 inches (this building would be internal to the campus and would be slightly shorter than other new buildings in the center of campus (Science and Math Building and Student Services Building). The Student Union at 25 feet 2 inches would be shorter than most buildings on campus. The Teaching Learning Center would be about 135 feet tall; it would be about 50 feet taller than the nearby Science and Math Building.

The new 4-story, 59 feet 6 inches-foot-tall Allied Health and Wellness building would be located along Freshman Drive. The new Allied Health and Wellness Building would be about 75 feet closer to Freshman Drive as compared to the existing 1-story Physical Education building. The new building would be prominently visible by pedestrians and motorists along Freshman Drive. In addition, residents to the west may be able to see the building through the trees. The new building could result in partial blockage of views of interior areas of campus and of the ridgelines of the Baldwin Hills for some residents west of the College. Master Plan landscaping improvements along Freshman Drive have filled gaps between street trees along the western side of the street by planting new trees. Deciduous trees would also be located on the terrace slopes adjacent to the sidewalk along the eastern side of the street. The proposed tree landscaping improvements would contribute to an aesthetically pleasing streetscape along Freshman Drive and in the process help conceal some views

of the new building.

The seven-story Teaching Learning Center (TLC) building, at 135 feet tall would be the tallest and most visible building on campus. It would be approximately 50 feet taller than the next tallest building on campus (the Science and Math Building which is about 150 feet north of the TLC building site). TLC would be located along the eastern border of the site about 200 feet from the property line (west of Sophomore Drive and west of the unnamed access road that runs parallel to Sophomore Drive west of the Central Plant). The building would be prominently visible from the open area (potential Baldwin Hills Park) located immediately east of the site. The building would be compatible in terms of massing and character although taller than other buildings in the immediate area (Science and Math) and on the campus in general. The TLC building would be visible in mid-range and long-range views of the campus, including from residents and public vantage points in the area. The appearance of the building could adversely impact some individual views, but given the existing character of the campus and the distance to (private) residential and public vantage points, the impact would be less than significant.

Similar to the 2005 Master Plan project, with the incorporation of design guidelines, the 2009 Master Plan is expected to be appropriate to its setting and consistent in scale and design with, and in scale with the surrounding development. No impacts to the visual quality and character of the campus would occur.

The area in the vicinity of the 10100 Jefferson Boulevard property is generally of low quality due to industrial uses and oil extraction activities in the area. There are no significant visual resources in this area that would be removed or altered. Possible uses being considered for the 10100 Jefferson Boulevard property are college-related facilities, including training classrooms, alternative energy equipment and solar arrays. Nothing is specifically proposed for the 10100 Jefferson site at this time, and additional environmental review will be required once plans are identified. Given that the areas around the 10100 Jefferson Boulevard property are of low visual quality and do not represent scenic views and vistas, no significant impacts would occur.

Light and glare impacts would be similar to impacts anticipated under the 2005 FEIR. No changes have been proposed to the perimeter street lighting. The illumination from new buildings would be buffered and screened by mature trees distributed throughout the intervening distances.

Given the setback distance of new structures and the presence of existing intervening buildings and mature trees, the proposed buildings would not contribute significantly adverse amounts of light to the prevailing nighttime illumination in the project vicinity.

As with the 2005 Master Plan, the 2009 Master Plan includes lighting of athletic fields adjacent to Freshman Drive resulting in potentially significant spillover lighting to residents to the west. The only change will be a softball field rather than a soccer field between the baseball field and Allied

Health and Wellness Building. The substitution of one type of playing field for another would not result in substantially different lighting effects compared to those analyzed in the 2005 FEIR.

The 2009 Master Plan does not identify any further development of the 10100 Jefferson site, beyond the completed the secondary access road. Any future development of the 10100 Jefferson Boulevard property could increase light and glare in that area. However, as there are existing sources of light and glare in the area from industrial and other urban uses, particularly in the vicinity of Jefferson Boulevard, with mitigation, light and glare from any development is not anticipated to be a significant concern.

MITIGATION MEASURES

V-1: New buildings and renovations to existing buildings shall adhere to the standards, criteria, and guidelines in the 2009 Master Plan to ensure compatibility and cohesion in terms architectural design, scale, massing, and siting. Reflective, mirrored, or dark glass shall not be installed on the exteriors of the new buildings on the campus. Additionally, proposed Master Plan projects and improvements shall comply with the 2009 Master Plan.

V-2: The District has developed and will continue to abide by the formal landscaping plan (set forth in the 2009 Master Plan) that includes provisions mandating the replacement (when necessary), retention, and maintenance of all existing trees along all portions of the College's perimeter. The District further agrees to implement all aspects of the landscaping designs set forth in this EIR and the College's Master Plan, including the planting of indigenous and drought resistant trees, shrubs, and plants.

V-3: New trees have been and will continue to be planted to fill any gaps on Freshman Drive, Sophomore Drive, and Stocker Street and along the perimeter of the College campus. New trees, lighting, and landscaping shall comply with the 2009 Master Plan. [Landforms and landscapes were installed on the south side of Stocker Street in accordance with the College's Campus Aesthetic and Landscape Guidelines (August 10, 2004), and in consultation with the HOAs representing homeowners in the vicinity of Stocker Street; this landscaping will continue to be maintained.]

V-4: Signage on the campus shall be consistent with the standards set forth in the *2009 Master Plan*.

V-5: A Lighting Plan has been developed for the campus (including sports fields and facilities) and is incorporated in the 2009 Master Plan. Nighttime lighting must be located and designed (including, wherever appropriate, the incorporation of full-cutoff shielded fixtures or three-sided fixtures pointed at least 45 degrees below horizontal) to contain the light within the campus and avoid spillover lighting impacts on off-campus properties, and surrounding communities. Use of

netting that would create a visual barrier blocking out light and glare from the sports fields shall also be considered. All new lighting shall comply with the lighting standards set forth in the 2009 Master Plan, and shall meet all requirements of California lighting standards. Once installed, sports field and facilities lighting shall be scheduled to shut off no later than 11 p.m., except in the case of safety and/or emergency situations.

V-6: Appropriate light mitigation measures shall be employed such that light levels from Master Plan buildings (as applicable) experienced by the surrounding communities shall comply with (i) then applicable California standards and (ii) Culver City standards existing as of December 2009, and (iii) LEED and ASHRAE standards as applicable.

V-7: New roadway lighting standards and fixtures (including replacement of existing fixtures) shall comply with the lighting standards set forth in the 2009 Master Plan, and those lighting standards shall meet all requirements of California lighting standards. Lighting standards and fixtures along the second access road shall be consistent in design throughout the length of the roadway and shall incorporate low-intensity lighting, shielded fixtures. Where appropriate, landscaping shall be provided for additional shielding.

V-8: All modifications to roads within and surrounding the College that are located near residential areas shall be designed so as to minimize the impact from lights on the College's neighbors.

3.3 AGRICULTURAL RESOURCES

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on agricultural resources including the conversion of agricultural uses to non-agricultural uses, conflict with agricultural zoning, and the potential loss of farmland.

SETTING

The West Los Angeles College (the College) campus is located in between Culver City and the Baldwin Hills in unincorporated Los Angeles County. The 10100 Jefferson Boulevard site (“10100 Jefferson Site”) that is being added in this 2009 Master Plan is within Culver City. The area in general, with the exception of the Baldwin Hills, is primarily urban. As previously described in this Supplemental EIR, the area supports various land uses, including residential, commercial, industrial, oil fields, and recreational/open space. There are no active agricultural uses within this area.

The northern and eastern sides of the campus are bounded by the Baldwin Hills oil fields (950 acres of land under oil and gas development). The Baldwin Hills also include approximately 450 acres of parkland, providing active and passive recreational facilities.

The project site itself is a developed community college, which occupies approximately 72 acres plus the 9-acre 10100 Jefferson site. Vegetation on the campus mostly consists of landscaped areas. The landscaped areas consist of non-native ground covers such as ivy, bottlebrush, and stands of eucalyptus and long-needled pine trees. The sports fields are covered with turf. There are no active agricultural uses on the project site or in the immediate vicinity.

2005 FEIR IMPACT ANALYSIS

The 2005 FEIR identified the project site as located within the Farmland Mapping and Monitoring Program’s (FMMP) “areas not mapped” category, which implies areas that are known to be generally urban. No portion of the project site is under a Williamson Act Contract.

The College falls within two Los Angeles County zoning designations: R-1 (Single-Family Residential) and A-2 (Agricultural) zoning designations.¹ The A-2 zone covers the northwest portion of the project site; the remainder of the campus lies within the R-1 zone. The A-2 zone allows college and university uses subject to approval with a Conditional Use Permit (CUP). The Los Angeles County General Plan designates the site as Public and Semi-Public Facilities (P).⁷ Finally, the Culver City General Plan designates the campus as open space with school overlay.⁸

¹ <http://planning.lacounty.gov/assets/upl/data/map/z18-ladera-hts-z.pdf> Accessed June 27, 2009.

The 9-acre campus “entry” site, located at 10100 Jefferson Boulevard in the City of Culver City is designated Industrial and located within the special studies area of Blair Hills/Baldwin Hills.² This property is zoned IG- Industrial General.³ The IG zoning district is applied to areas appropriate for a wider variety of industrial uses including outdoor activities, but not heavy industrial uses.

2009 MASTER PLAN IMPACTS

Currently, the campus does not support agricultural use and, as discussed above, is not known to include any Prime Farmland, Unique Farmland, or Farmland of Statewide importance. Under the proposed 2009 Master Plan Revisions, the campus would continue the existing use with minor intensification of development. In addition, the 10100 Jefferson entry site in Culver City would be included in the Master Plan. Similar to the College, this site is not is not known to include any Prime Farmland, Unique Farmland, or Farmland of Statewide importance.⁴ It is designated for Industrial use. Therefore, the 2009 Master Plan Revisions would not convert farmland to non-agricultural uses.

As with the 2005 Master plan, the proposed 2009 Master Plan revisions would not result in any impacts to agricultural resources or conflict with existing zoning for agricultural use.

MITIGATION MEASURES

As with the 2005 FEIR, no mitigation measures would be required.

² Ibid. Accessed July 7, 2009

³ http://www.culvercity.org/it/maps/Map15_Zoning.pdf. Accessed July 7, 2009.

⁴ http://redirect.conservation.ca.gov/dlrp/fmmp/county_info_results.asp Los Angeles Important Farmland Map, 2006. Accessed July 30, 2009.

3.4 AIR QUALITY

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on air quality including adverse effects of construction and operation.

SETTING

West Los Angeles College (College or WLAC) is located within unincorporated Los Angeles County. Los Angeles County is located in the South Coast Air Basin (Basin), which includes the non-Antelope Valley portion of Los Angeles County, Orange County, Riverside County, and the Non-desert portion of San Bernardino County. The campus is bordered by Culver City to the west, northwest, and south, while the oil fields in Baldwin Hills border the campus on the northeastern side. Residential areas are located immediately to the west and south.

Overland Avenue provides access to the campus. The College is bounded by Freshman Drive to the west, Sophomore Drive to the north and east, and Stocker Street to the south; these three Los Angeles County roadways function as a campus loop road. The College is approximately 1.25 miles east of the San Diego Freeway (I-405) and 1.6 miles south of the Santa Monica Freeway (I-10).

The distinctive climate of the Basin is determined by its terrain and geographic location that includes a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest and high mountains around the rest of its perimeter. 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 usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds (warm west winds blowing from east of Los Angeles).

Regulatory Setting

Regulation of air pollution is achieved through both national and State ambient air quality standards and emission limits for individual sources of air pollutants. As required by the federal Clean Air Act (“CAA”), the United States Environmental Protection Agency (USEPA) has identified criteria pollutants and has established national ambient air quality standards (NAAQS) to protect public health and welfare. NAAQS have been established for ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter of 10 micrometers or less (PM₁₀) and particulate matter less than 2.5 micrometers in aerodynamic diameter (PM_{2.5}), and lead (Pb). These pollutants are called “criteria” air pollutants because standards have been established for each of them to meet specific public health and welfare criteria.

To protect human health and the environment, the USEPA has set primary and secondary maximum

ambient thresholds for each of the criteria pollutants. Primary thresholds were set to protect human health, particularly sensitive receptors such as children, the elderly, and individuals suffering from chronic lung conditions such as asthma and emphysema. Secondary standards were set to protect the natural environment and prevent further deterioration of animals, crops, vegetation, and buildings.

The NAAQS are defined as the maximum acceptable concentration that may be reached, but not exceeded more than once per year. California has adopted more stringent ambient air quality standards for most of the criteria air pollutants. **Table 3.4-1** presents both sets of ambient air quality standards (i.e., national and State) and the Basin's attainment status for each standard. The USEPA is responsible for implementing the myriad programs established under the federal CAA, such as establishing and reviewing the NAAQS and judging the adequacy of State Implementation Plans ("SIPs"), but has delegated the authority to implement many of the federal programs to the states while retaining an oversight role to ensure that the programs continue to be implemented.

**Table 3.4-1:
Ambient Air Quality Attainment Status**

Pollutant	Averaging Time	State Standard		National Standard	
		Concentration	Attainment	Concentration	Attainment
Ozone (O ₃)	One Hour	0.09 ppm	Non-Attainment	-- ^a	--
	Eight Hour	0.07 ppm	n/a	0.075 ppm	Extreme
Carbon Monoxide (CO)	One Hour	20 ppm	Attainment	35 ppm	Attainment
	Eight Hour	9 ppm	Attainment	9 ppm	Attainment
Nitrogen Dioxide (NO ₂)	One Hour	0.18 ppm	Attainment	--	--
	Annual	0.030 ppm	--	0.053 ppm	Attainment
Sulfur Dioxide (SO ₂)	One Hour	0.25 ppm	Attainment	--	--
	Three Hour	--	--	0.5 ppm	--
	24 Hour	0.04 ppm	Attainment	0.14 ppm	Attainment
	Annual	--	--	0.03 ppm	Attainment
PM ₁₀	24 Hour	50 µg/m ³	Non-Attainment	150 µg/m ³	Non-Attainment
	Annual	n/a ^c	Non-Attainment	--	--
PM _{2.5}	24 Hour	--	--	35 µg/m ³	Serious
	Annual	12 µg/m ³	Non-Attainment	15 µg/m ³	--
Lead (Pb)	Monthly	1.5 µg/m ³	Attainment	--	--
	Quarterly	--	--	1.5 µg/m ³	Attainment

n/a – Not Applicable

a. The NAAQS for 1-hour ozone was revoked on June 15, 2005 for all areas except Early Action Compact areas.

b. An air basin is designated as being in attainment for a pollutant if the standard for that pollutant was not violated at any site in that air basin during a three-year period.

c. The NAAQS for annual PM₁₀ was revoked on September 21, 2006.

Source: USEPA Region 9 and California Air Resources Board, 2007.

The California Air Resources Board (CARB) has also established State ambient air quality standards for sulfates, hydrogen sulfide, and vinyl chloride; however, substantial emissions of these pollutants are not expected to result from the project and thus, there is no further mention of these pollutants in this EIR. As shown, the Basin is currently classified as non-attainment for the one-hour State ozone standard as well as the federal and State eight-hour ozone standards. Additionally, the Basin is classified as non-attainment for State and federal PM₁₀ and PM_{2.5} standards. The Basin is unclassified or classified as attainment for all other pollutants standards. CARB is responsible for establishing and reviewing the State standards, compiling the California SIP and securing approval of that plan from the USEPA, conducting research and planning, and identifying TACs. CARB also regulates mobile sources of emissions in California, such as construction equipment, trucks, and automobiles, and oversees the activities of California's air quality management districts, which are organized at the county or regional level. County or regional air quality management districts are primarily responsible for regulating stationary sources at industrial and commercial facilities within their geographic areas and for preparing the air quality plans that are required under the federal CAA and California CAA.

Executive Order S-3-05. The California Energy Commission (CEC) estimated that in 2004, California produced 492 million gross metric tons of CO₂-equivalent GHG emissions ("CEC, 2006). The CEC found that transportation is the source of 41 percent of the State's GHG emissions; followed by electricity generation at 22 percent and industrial sources at 21 percent.

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- 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.

Assembly Bill 32 – California Global Warming Solutions Act.

California Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006, was enacted as legislation in 2006 and requires CARB to establish a statewide GHG emission cap for 2020 based on 1990 emission levels. AB 32 requires CARB to adopt regulations by January 1, 2008, that will identify and require selected sectors or categories of emitters of GHGs to report and verify their statewide GHG emissions, and CARB is authorized to enforce compliance with the program that will be developed. Under AB 32, CARB also is required to adopt, by January 1, 2008, a statewide GHG emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990, which must be

achieved by 2020. In response to these requirements CARB has published the Climate Change Proposed Scoping Plan (discussed in more detail below). By January 1, 2011, CARB is required to adopt rules and regulations (which shall become operative January 1, 2012), to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 permits the use of market-based compliance mechanisms to achieve those reductions. AB 32 also requires CARB to monitor compliance with and enforce any rule, regulation, order, emission limitation, emissions reduction measure, or market-based compliance mechanism that it adopts.

In June 2007, CARB directed staff to pursue 37 early actions for reducing GHG emissions under AB 32. The broad spectrum of strategies to be developed – including a Low Carbon Fuel Standard, regulations for refrigerants with high global warming potentials, guidance and protocols for local governments to facilitate GHG reductions, and green ports – reflects that the serious threat of climate change requires action as soon as possible. In addition to approving the 37 GHG reduction strategies, CARB directed staff to further evaluate early action recommendations made at the June 2007 meeting, and to report back to CARB within six months. The general sentiment of CARB suggested a desire to try to pursue greater GHG emissions reductions in California in the near-term. Since the June 2007 CARB hearing, CARB staff has evaluated all 48 recommendations submitted by stakeholders and several internally-generated staff ideas and published the *Expanded List of Early Action Measures To Reduce Greenhouse Gas Emissions In California Recommended For Board Consideration in October 2007*.

Climate Change Proposed Scoping Plan.

In December 2008, CARB approved the Climate Change Proposed Scoping Plan outlining the State's strategy to achieve the 2020 GHG emissions limit. This Proposed Scoping Plan, developed by CARB in coordination with the Climate Action Team (CAT), proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health.

CARB Preliminary Draft Staff Proposal, October 2008.

In its Staff Proposal, CARB is taking the first step toward developing recommended statewide interim thresholds of significance for GHGs that may be adopted by local agencies for their own use. The proposal does not attempt to address every type of project that may be subject to CEQA, but instead focuses on common project types that, collectively, are responsible for substantial GHG emissions – specifically, industrial, residential, and commercial projects. CARB is developing thresholds in these sectors to advance climate objectives, streamline project review, and encourage consistency and uniformity in the analysis of GHG emissions under CEQA.

CARB has developed a multi-tiered approach to addressing GHG emissions. If a project is consistent with the first tier than it is considered to have a less than significant impact; if it is found to be

inconsistent then consistency with the following tier should be evaluated, and so on. The tiers are as follows:

Industrial, Residential, and Commercial projects - Tier 1: The project is exempt under existing statutory or categorical exemptions. If “no” proceed to Tier 2.

Industrial projects - Tier 2: (a) The project meets both of the below minimum performance standards, or includes equivalent mitigation measures: 1). Construction - Meets an interim ARB performance standard for construction-related emissions; 2). Transportation - Meets an interim ARB performance standard for transportation, and (b) The project, with mitigation, will emit no more than 7,000 metric tons CO₂e/yr from non-transportation related GHG sources (which addresses ~90% of industrial sector GHG emissions).

Residential and Commercial projects- Tier 2: The project complies with a previously approved plan that addresses GHG emissions (e.g. a local general plan). The previously approved plan must satisfy the following requirements: (1) meet a community level GHG target consistent with the statewide emissions limit in AB 32 and, where the plan will apply beyond 2020, Executive Order S-3-05; (2) is consistent with a transportation related GHG reduction target adopted by CARB pursuant to SB375; (3) includes a GHG inventory and mechanisms to monitor and evaluate emissions; (4) includes specific, enforceable GHG requirements; (5) incorporates mechanisms that allow the plan to be revised in order to meet targets; and (6) has a certified final CEQA document.

Residential and Commercial projects - Tier 3: The project meets minimum performance standards, or includes equivalent mitigation measures. For construction, the project must meet an interim CARB performance standard for construction-related emissions. For operations, the project must meet an energy use performance standards defined as CEC’s Tier II Energy Efficiency goal as well as interim CARB performance standards for water use, waste and transportation.¹

Industrial, Residential, and Commercial projects -Tier 4: The project will have a significant GHG impact. An EIR must be prepared and all feasible mitigation measures must be implemented.

CEQA Guideline Amendments.

California Senate Bill (SB) 97 required the Governor’s Office of Planning and Research (OPR) to develop draft CEQA guidelines “for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions.” On April 13, 2009, OPR submitted to the Secretary for Natural Resources its proposed amendments to the State CEQA Guidelines for greenhouse gas emissions, as

¹ Interim CARB performance standards have not been developed at this time

required by Senate Bill 97. The amendments were adopted December 30, 2009 and become effective March 18, 2010.

SB 375

California Senate Bill 375 links regional planning for housing and transportation with the greenhouse gas reduction goals outlined in AB 32. Reductions in GHG emissions would be achieved by, for example, locating housing closer to jobs, retail, and transit. Under the bill, each Metropolitan Planning Organization would be required to adopt a sustainable community strategy to encourage compact development so that the region will meet a target, created by CARB, for reducing GHG emissions.

CARB Engine Idling Rule.

CARB idling limits provided in section 2449(d) (3) requires that no vehicle or engine subject to this regulation (e.g. off-road heavy duty construction equipment) may idle for more than five consecutive minutes. The idling limit does not apply to 1) idling when queuing, 2) idling to verify that the vehicle is in safe operating condition, 3) idling for testing, servicing, repairing or diagnostic purposes, 4) idling necessary to accomplish work for which the vehicle was designed (such as operating a crane), 5) idling required to bring the machine system to operating temperature, and 6) idling necessary to ensure safe operation of the vehicle.

California Health and Safety Code.

The Health and Safety Code defines toxic air contaminants (TACs) as air pollutants which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. TACs are less pervasive in the urban atmosphere than criteria air pollutants, but are linked to short-term (acute) or long-term (chronic and/or carcinogenic) adverse human health effects. There are hundreds of different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust. The current list of TACs includes approximately 200 compounds, including all of the toxics identified under federal law plus additional compounds, such as particulate emissions from diesel-fueled engines, which was added in 1998. Unlike regulations concerning criteria air pollutants, there are no ambient air quality standards for evaluating TACs. Instead, TAC emissions are evaluated based on the degree of health risk that could result from exposure to these pollutants.

The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Basin. The SCAQMD has two basic roles under CEQA. First, if acting as a Lead Agency; the district can be responsible for preparing environmental analysis in the form of an Environmental Impact Report, Environmental Impact Statement, Negative Declaration, or Environmental Assessment. Secondly, and most commonly, SCAQMD will review and comment on air quality

analysis prepared by other public agencies.

SCAQMD has published the *CEQA Air Quality Handbook* which is still the currently available guidance document for preparing air quality analyses, but is in the process of being revised. It is intended to assist the Lead Agency with conducting an air quality analysis for CEQA documents. The Handbook provides baseline information, recommendations for significance thresholds for both local and regional impacts, how to calculate emissions from both the construction and the operational phases of the project, how to assess impacts from TACs and suggestions as to how to best mitigate adverse air quality impacts of the project.

2007 Air Quality Management Plan.

SCAQMD is responsible for preparing an air quality management plan (AQMP), which addresses federal and State CAA requirements. The current AQMP was adopted by the SCAQMD Governing Board on June 1, 2007. The purpose of the 2007 AQMP is to set forth a comprehensive program that will lead the region into compliance with federal eight-hour ozone and PM_{2.5} air quality standards. 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 ROG_s by 2015. The eight-hour ozone control strategy builds upon the PM_{2.5} strategy, augmented with additional NO_x and ROG_s reductions to meet the standard by 2024.

The AQMP proposes policies and measures currently contemplated by responsible agencies to achieve federal standards for healthful air quality in the Basin. This Plan 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. Future emission forecasts used to develop the AQMP were based on demographic and economic growth projections provided by the Southern California Association of Governments (SCAG).

The 2007 AQMP builds upon the approaches taken in the 2003 AQMP for the Basin for the attainment of the federal ozone air quality standard. 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 timeframes allowed under federal CAA.

SCAQMD's Air Toxics Control Plan.

The SCAQMD has a long and successful history of reducing air toxics and criteria emissions in the South Coast Air 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 and

released in 2007. The monitoring program measured more than 30 air pollutants, including both gas 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.

SCAQMD Land Use Planning Guidelines.

SCAQMD has adopted a Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, which also considers impacts to sensitive receptors from facilities that emit TACs emissions. SCAQMD's distance recommendations are the same as CARB's in that a 500-foot siting distance for sensitive receptors is recommended in proximity of freeways and high-traffic roads, and SCAQMD's criteria includes siting distances for distribution centers and dry cleaning facilities. SCAQMD's document introduces land use related policies that rely on design and distance parameters to minimize emissions and lower potential health risk. SCAQMD's guidelines are voluntary initiatives recommended for consideration by local planning agencies. Additionally, SCAQMD is in the process of developing an "Air Quality Analysis Guidance Handbook" to replace the CEQA Air Quality Handbook approved by the AQMD Governing Board in 1993. The new handbook is intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts, pursuant to the CEQA.

Sensitive Receptors

Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, school children, hospital patients, the elderly, etc. Sensitive air quality receptors in the immediate vicinity of the proposed project include residential areas located immediately to the west and south of the campus, and the New Child Development Center (CDC) located at the northeastern corner of B Street and Albert Vera Road.

2005 FEIR IMPACT ANALYSIS

Thresholds of Significance

SCAQMD has provided emissions thresholds as de minimus levels for evaluation of significance of impacts. Pollutant emissions below these levels can be assumed not to contribute to a violation of an air quality standard or expose sensitive receptors to substantial pollutant concentrations. These thresholds are summarized below in **Table 3.4-2**.

In the absence of an adopted statewide threshold, SCAQMD has developed a draft interim approach

for addressing GHGs in CEQA documents. The SCAQMD's interim threshold for commercial and residential projects is similar to CARB's approach described previously. SCAQMD is currently not recommending the use of its interim guidance for addressing impacts, except for Industrial projects.

**Table 3.4-2:
SCAQMD Thresholds of Significance for Construction and Operational
Emissions**

Pollutant	Construction (pounds/day)	Operations (pounds/day)
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO _x)	150	150
Particulate Matter (PM ₁₀)	150	150
Particulate Matter (PM _{2.5})	55	55
Nitrogen Oxides (NO _x)	100	55
Reactive Organic Gases (ROG)	75	55

Air pollutants would be emitted from construction and operation of the proposed project. Development of the proposed Master Plan would involve:

- grading and site preparation;
- demolition of some buildings;
- construction of new buildings and second access road;
- expansion of building space; and
- increased vehicle trips with student population growth.

Construction

Demolition and construction of buildings for proposed development of the Master Plan would emit air pollutants that would exceed SCAQMD thresholds as summarized in **Table 3.4-3**, a potentially significant impact.

Criteria pollutant emissions, from demolition and construction estimated using the URBEMIS 2002 model, are also presented below in **Table 3.4-3**. The model makes assumptions about areas of grading per day based on the total area of the structures to be built. The emissions presented in **Table 3.4-3** are the maximum daily expected during construction emissions identified in the 2005 FEIR.

Children attending the CDC could be significantly affected if construction activities in the immediate vicinity generate substantial amounts of fugitive dust emissions. Accordingly, these children should be protected from fugitive dust emissions to the maximum extent feasible. Children could also be significantly affected if construction equipment and vehicles generate substantial amounts of diesel emissions in the immediate vicinity of the receptors.

Particulate matter emissions in diesel combustion exhaust were recently recognized by CARB as a carcinogen. Cancer risk is typically evaluated based on a 24-hour-per-day, 365-day-per-year, and 70-year lifetime exposure. Construction activities associated with the proposed development would be completed within approximately 5 years. In addition, prevailing winds blow toward the oil fields on the northeast side of the campus and away from the residential areas to the south and west.

Construction emissions from equipment exhaust would be mitigated as discussed below. Limiting the idling of diesel-fueled equipment would reduce diesel particulate matter emissions by approximately 10 percent.

Operation

Operation of the proposed project would result in emissions of ROG, NO_x, CO, SO_x, and PM₁₀ from area sources on the campus building expansion that would be below SCAQMD thresholds. Proposed development of the Master Plan would increase vehicle trips to the campus that would lead to increased emissions of criteria pollutants. However, these emissions increases would be below SCAQMD significance thresholds (**Table 3.4-4**), and the impact would be less than significant.

Increases of CO concentrations at locations near congested intersections affected by the proposed project were modeled with the CALINE4 dispersion model. The modeling was performed for the three intersections with the highest peak-hour volume and worst level of service (LOS). Modeled CO concentrations, plus background CO levels from the nearest monitoring station, the West Los Angeles existing background level of 2.8 ppm, at intersections affected by the proposed Master Plan development would not exceed CAAQS for CO. Although vehicle trips would increase, carbon monoxide concentrations would decrease. This is due to the decrease in emissions anticipated by the EMFAC emission factor model as a result of improvements in vehicle emissions controls and the retirement of older, higher emitting vehicles from the fleet. This impact would be less than significant.

No sources associated with the proposed Master Plan development would create objectionable odors. This impact would be less than significant.

**Table 3.4-3:
Peak-Day Construction Emissions 2005 Master Plan (pounds per day)**

Source Category	Pollutant				
	Carbon Monoxide (CO)	Reactive Organic Gases (ROG)	Oxides of Nitrogen (NOx)	Oxides of Sulfur (SOx)	Particulate Matter (PM10)
Demolition	0.7	0.2	3.5	0.06	1.2
Earthmoving/Grading Fugitive Dust	0	0	0	0	140.7
Earthmoving/Grading Equipment Exhaust	415.3	60.4	504.8	0	23.5
Building Construction Equipment Exhaust	482.0	68.3	552.8	0	25.4
Asphalt Diesel Equipment and Off-gas	79.0	10.9	62.0	0	2.7
Architectural Coatings	0	848.7	0	0	0
Employee Vehicles	155.9	5.6	8.3	0.1	0.1
Maximum Daily Construction Emissions w. Alignment 1b	1,132.9	994.1	1,131.4	0.1	121.0
Maximum Daily Construction Emissions w. Alignment 1d	1,137.1	995.5	1,151.5	0.1	2,611.4
SCAQMD Significance Thresholds for Construction	550 lb/day	75 lb/day	100 lb/day	150 lb/day	150 lb/day
Significant?	YES	YES	YES	NO	YES
Source: SCAQMD CEQA Air Quality Handbook, 1993, Myra L. Frank/Jones & Stokes, 2004.					

The educational facilities proposed are part of a College Master Plan, which is a revision to the previous Master Plan. The previous Master Plan was in effect at the time the current AQMP was adopted. Once the new Master Plan is adopted, it can be included in regional growth and traffic forecasts and incorporated into the AQMP as appropriate, as it is updated over time. In the interim,

**Table 3.4-4:
Increase in Operation Emissions (in pounds per day)**

Source Category	Pollutant			
	Carbon Monoxide (CO)	Reactive Organic Gases (ROG)	Oxides of Nitrogen (NOx)	Particulate Matter (PM10)
Traffic Emissions	403.0	33.5	35.6	105.2
Area Source Emissions	2.3	0.4	4.4	0.01
TOTAL PROJECT EMISSIONS	405.3	33.9	40.0	105.2
SCAQMD Significance Thresholds for Operation	550 lb/day	55 lb/day	55 lb/day	150 lb/day
Significant?	NO	NO	NO	NO
Notes: Traffic emissions calculated with CARB model URBEMIS (2002).				
Source: SCAQMD CEQA Air Quality Handbook, 1993, Myra L. Frank/Jones & Stokes, 2004. 2005 FEIR				

the proposed project is not anticipated to substantially increase population projections in the area, as the College would serve existing and already projected populations. Consequently, the proposed Master Plan would not be inconsistent with the AQMP.

The 2005 FEIR found that although many of the required construction-related mitigation measures would provide substantial reductions in emissions, emissions from construction activities would remain above SCAQMD thresholds for CO, ROG, and NO_x, after mitigation is implemented (and for PM₁₀ for construction of the recently completed access road), and that construction air quality impacts would remain significant and unavoidable. Operational impacts were found to be less than significant.

2009 MASTER PLAN IMPACTS

Construction

The URBEMIS model has been updated since 2002; the latest version of the model refines assumptions; air quality modeling of emissions associated with the remaining projects to be

constructed on the campus shows that emissions would remain above SCAQMD thresholds although generally less than indicated in the 2005 FEIR. The 2009 Master Plan would extend the construction period compared to what was identified in the 2005 FEIR (completion of the 2005 Master Plan construction was anticipated to take five years and extend through 2010; completion of the 2009 Master Plan is now anticipated to extend through 2013).

Timing of construction activities has been revised; the following analysis assumes a worst case overlap of building construction of each remaining building to be constructed, with construction of the Allied Health and Wellness building, the shops and offices (FMO) adjacent to the North Parking Structure and the TLC building all starting construction July 1, 2010 and the Watson and the North Parking Structure starting September 1. **Table 3.4-5** shows anticipated peak day construction emissions for simultaneous construction of these buildings for each year of remaining construction.

Emissions of NOX would exceed SCAQMD thresholds for NOx in 2010 (the year that most of the grading will occur). In addition, also in 2010, since most of the PM10 and PM2.5 emissions would be on-site the project would also exceed SCAQMD localized significance thresholds for PM10 and PM2.5 (5 lbs and 4 lbs per day respectively at 25 meters).

Operation

As discussed in Section 2, Project Description, although total enrollment at the College is anticipated to be more than analyzed in the 2005 FEIR, 31% of students would not attend class on-campus. The number of on-campus students would be less than analyzed in the 2005 FEIR. While the total area of on-campus buildings would be slightly higher than analyzed in the 2005 FEIR (59,360 square feet greater), compliance with Title 24 would ensure energy efficiency such that emissions from heating and cooling would not substantially add to those analyzed in the 2005 FEIR. Therefore mobile operational impacts would be less than analyzed in the 2005 FEIR and building operational emissions would be similar to those analyzed in the 2005 FEIR.

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 (CO₂), methane (CH₄), and nitrous oxide (N₂O), 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.

**Table 3.4-5:
Peak-Day Construction Emissions 2009 Master Plan (pounds per day)**

Source Category	Pollutant						
	Carbon Monoxide (CO)	Reactive Organic Gases (ROG)	Oxides of Nitrogen (NOx)	Oxides of Sulfur (SOx)	Particulate Matter (PM10)	Particulate Matter (PM2.5)	CO2
2010	67.54	16.37	114.28	0.09	115.6	29.24	13,356
2011	57.45	36.48	70.3	0.03	2.26	2.04	10,736
2012	0.31	28.15	0.02	0	0	0	40.83
SCAQMD Significance Thresholds for Construction	550	75	100	150	150	55	None
Significant?	NO	NO	YES	NO	NO	NO	NO
Source: SCAQMD CEQA Air Quality Handbook, 1993, Urbemis 2007 version 9.2.4, Sirius Environmental 2009							

In addition to CO₂, CH₄, and N₂O, GHGs include hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and water vapor. Of all the GHGs, CO₂ is the most abundant pollutant that contributes to climate change through fossil fuel combustion. CO₂ 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 CO₂. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO₂, denoted as CO₂e. The CO₂e of CH₄ and N₂O 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 SO₂, that have indirect effects on terrestrial or solar radiation absorption by influencing the formation or destruction of other climate change emissions.

Greenhouse gas emissions were not addressed in the 2005 FEIR. No thresholds of significance have yet been adopted by SCAQMD, the City of Culver City, the County of Los Angeles or the City of Los Angeles. CARB, OPR and SCAQMD suggest a variety of methods for analyzing greenhouse gas emissions including qualitative analysis. The West Los Angeles College Master Plan (both the

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

³ *Ibid.*

2005 and 2009 versions) represents a continuation of an existing use and is therefore accounted for and consistent with existing local and regional planning documents. Furthermore the College provides educational facilities in close proximity to communities with a demand for these facilities. With increased availability of transit in the area, including the Metro Expo line, the College anticipates that an increasing fraction of students and staff will use alternate modes of transportation to get to and from the campus. The College is exploring alternative energy options including provision of all or at least a majority of campus demand for electricity from solar power. Therefore, impacts from implementation of the 2009 Master Plan on greenhouse gas emissions would be less than significant.

Additionally, The Los Angeles Community College District Board, at its March 6, 2002, meeting, approved to adopt a sustainable building plan that requires new buildings, built with Proposition A funds, to include “green” design features to conserve resources and promote a cleaner environment. The “green” design elements are based on the national Leadership in Energy & Environmental Design (LEED™) sustainable building standards. The College intends to plant water efficient landscaping and install high efficiency fixtures. These strategies would further reduce the demand on the water supply/energy distribution systems. Allied Health, the Technology Learning Center and the Watson Center are expected to be LEED Platinum certified.

MITIGATION MEASURES

The following mitigation measures shall be implemented to control fugitive dust. These measures would reduce PM₁₀ emissions by 61 percent.

AQ-1: Apply soil stabilizers to inactive areas.

AQ-2: Water exposed surfaces three times daily.

AQ-3: Cover all stock piles with tarps.

AQ-4: Water all haul roads three times daily.

AQ-5: Reduce speeds on any unpaved roads to less than 15 miles per hour.

The following mitigation measures shall also be implemented; however, their effectiveness has not been quantified.

AQ-6: Moisten soil not more than 15 minutes prior to moving soil and four times a day under windy conditions in order to maintain soil moisture of 12 percent.

AQ-7: On the last day of active operations prior to a weekend or holiday, apply water or a chemical stabilizer to maintain a stabilized surface.

AQ-8: Cease grading during periods when winds exceed 25 miles per hour.

AQ-9: Moisten excavated soil prior to loading on trucks.

AQ-10: Apply cover to all loads of dirt leaving the site or leave sufficient freeboard capacity in truck to prevent fugitive dust emissions en route to disposal site.

AQ-11: Sweep streets to remove dirt carried out by truck wheels.

AQ-12: Schedule grading and excavation activities that occur within approximately 200 feet of the CDC during periods when children are not in attendance. If it is not possible to schedule grading and excavation activities when children are not present at the CDC, then children shall be kept indoors with the windows closed. Air conditioners in the CDC building shall have proper filters to ensure dust generated by construction activities is not transmitted indoors via the building's ventilation system.

AQ-13: Construct a temporary fence around the perimeter of the CDC site to shield it from fugitive dust emissions. The fence shall have a minimum height of 8 feet and a solid or impermeable surface.

AQ-14: Wash off all trucks leaving the construction site.

The following mitigation measures shall be employed wherever feasible to reduce gaseous emissions from equipment. They would also reduce toxic emissions from diesel equipment.

AQ-15: Use aqueous diesel fuel wherever feasible.

AQ-16: Use cooled exhaust gas recirculation wherever feasible.

The following mitigation measures shall also be employed wherever feasible to further reduce gaseous and toxic emissions from equipment. No reduction credit is taken because of the uncertainty regarding scheduling and applicability to construction requirements.

AQ-17: Turn off equipment when not in use for longer than 5 minutes as feasible and prudent.

AQ-18: Use bio-diesel fuel in all onsite diesel-powered equipment, if available.

AQ-19: Use alternatively fueled (compressed natural gas [CNG], liquefied natural gas [LNG], dual- fuel, or electric) construction equipment, if available.

AQ-20: To the extent feasible, minimize truck idling on site and locate staging areas away from locations where students are congregated.

AQ-21: Require all construction vehicles to use Culver City haul routes and schedules.

AQ-22: Phase and schedule construction activities to avoid emission peaks and discontinue use during second stage smog alerts. A second stage smog alert occurs when the Pollution Standard Index reaches 300, at which point the general public is advised to avoid outdoor activity.

AQ-23: Implement the following to reduce construction-related traffic congestion (and therefore emissions): 1) Provide rideshare and transit incentives to construction personnel; 2) Configure construction parking to minimize traffic interferences; 3) Provide a flagperson with radio communication to guide traffic properly when and if necessary; and 4) Begin construction activity at 7:00 a.m. and end construction activity at 8:00 p.m. (with construction that could create a noise disturbance in residential areas prohibited on Sundays and holidays).

AQ-24: All appropriate reasonable steps shall be taken to minimize the amount of any air pollution generated by construction activities and all feasible mitigation measures shall be implemented to protect the community against any potentially harmful effects of such pollution.

3.5 BIOLOGICAL RESOURCES

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on biological resources including adverse effects on habitat, sensitive species and any conflicts with biological policies.

SETTING

Biological resources of the West Los Angeles College (College or WLAC) campus include open space areas planted with various ornamental tree species, lawns, and ornamental shrubs, and wildlife species adapted to human-modified habitats. Only remnants of native plant species are present on-campus. The campus is adjacent to the Baldwin Hills, the largest remaining area of natural habitat left in the urbanized portions of the Los Angeles basin, which contains coastal scrub, coastal sage scrub, disturbed, riparian (i.e., riverside), grassland, seasonal (vernal) pools, and ruderal (i.e., weedy) plant communities.

The campus encompasses a total area of approximately 72 acres and includes educational and administrative facilities, surface parking lots, athletic fields and sports facilities, and open space. The constructed secondary access road is within the western periphery of the Baldwin Hills. The 9-acre 10100 Jefferson Boulevard site (10100 Jefferson site) is occupied by surface parking, buildings and vacant land that includes vegetated areas that may contain habitat and special status species. As previously stated, the College does not foresee the development of the Jefferson site beyond the secondary access road. If and when the 10100 Jefferson site is developed, examination of the site will be addressed in a separate EIR.

No threatened or endangered species are known to exist on the College campus. The Baldwin Hills may contain special-status plant and wildlife species. These and other biological resources of the College campus and its vicinity are discussed in this section.

The Baldwin Hills are a series of north-south running hills, which reach elevations of 500 feet above the coastal plain of the Ballona Creek Watershed, to the east and northeast of the project site. The Baldwin Hills area contains approximately 1,200 acres and is considered the largest remaining expanse of open space left in the urbanized portions of the Los Angeles Basin. The Baldwin Hills area consists of coastal sage scrub habitat and remnants of riparian, riverside, and grassland habitat that once made up much of the surrounding area. As stated in the 2005 FEIR, these habitats contain hundreds of native animal and plant species.

According to the Baldwin Hills Master Plan completed by the Baldwin Hills Conservancy in 2002, “all of the habitats have been degraded to varying degrees by urbanization, fragmentation, and invasion of non-native plants and animals. Fragmentation occurs when roads, trails, buildings, non-native landscaping or other development break a habitat into many smaller pieces. Invasive, non-

native species often thrive in disturbed and fragmented habitat and contribute to continuing and increasing fragmentation.”

Although much of the Baldwin Hills is considered degraded or fragmented, this area of open space is still a vital native habitat “island” to a number of native animal species in the Los Angeles Basin according to the Community Conservancy International in 2001.

Vegetation

According to *The Biota of the Baldwin Hills* distributed by the Community Conservancy International in 2001, a variety of natural and disturbed habitat communities is contained within the Baldwin Hills, including but not limited to:

Coastal Scrub: A variant of coastal sage scrub, coastal scrub consists of low shrubs and an absence of trees. The dominant species, especially on south facing slopes, are California sagebrush (*Artemisia californica*), coyote brush, and California brittlebrush (*Encelia californica*). The primary difference between coastal scrub and coastal sage scrub is the absence of sage and buckwheat (*Eriogonum fasciculatum*) in coastal scrub. Coastal scrub in the Baldwin Hills may contain scattered prickly pear cactus (*Opuntia occidentalis*) and locally abundant Mexican elderberry (*Sambucus mexicana*) and toyon (*Heteromeles arbutifolia*) occur on the south facing slopes within the coastal scrub of the Baldwin Hills.

Coastal Sage Scrub: Similar to coastal scrub, except that this community is dominated by black sage (*Salvia mellifera*) and buckwheat. In the Baldwin Hills, these are generally oil extraction sites with highly disturbed soils and are generally characterized by non-native species such as ice plant (*Carpobrotus edulis*), gum tree (*Eucalyptus* spp.), fan palm (*Washingtonia*), pine (*Pinus* sp.), Peruvian pepper tree (*Schinus molle*) and weedy annuals. In some near-vertical disturbed areas coastal woodfern (*Dryopteris arguta*), a native perennial fern, has also been identified.

Drainage/Riparian: This community is associated with erosion channels and urban drainage channels, and consists of both non-native and some native riparian species. Non-native species include pampas grass (*Cortaderia jabata* and *Cortaderia selloana*), tree tobacco (*Nicotina glauca*), and curly dock (*Rumex crispus*). The native riparian species include arroyo willow (*Salix lasiolepis*), mule fat (*Baccharis salicifolia*), broad- leaved cattails (*Typha latifolia*) and cocklebur (*Xanthium strumarium*).

Grassland/Prairie: This community is characterized by native purple needlegrass (*Nassella pulchra*), but the majority of this community is dominated by invasive species, including non-native grasses such as wild oats (*Avena fatua*), foxtail chess (*Bromus madritensis* ssp.14 *rubens*), cheat grass (*Bromus tectorum*), storksbill filaree (*Erodium cicutarium*) and exotic annuals such as wild radish (*Raphanus sativus*) and black mustard (*Brassica nigra*).

Hardpan/Seasonal (Vernal) Pools: These are seasonal pools of standing water, which are generally characterized by the following native species: miniature lupine (*Lupinus bicolor*), bird-foot trefoil (*Lotus salsuginosus*), Pursh's lotus (*Lotus purshianus*), toad-rush (*Juncus bufonius*), California cottonrose (*Filago californica*), and blow-wives (*Achyrachena mollis*). Tarweed (*Hemizonia fasciculata*) is also found in these seasonal pools.

Opuntia Populations: Dominant species are prickly pear cactus (*Opuntia* spp.) with weedy annual species interspersed.

Ruderal (Weedy) Annuals: More than 90 percent of this community is composed of weedy annuals, including black mustard, wild radish, and poison hemlock (*Conium maculatum*)

Special Status Plant Species

Special-status plant species with the potential for occurrence within the Baldwin Hills include:

- Blochman's dudleya (*Dudleya blochmaniae* ssp. *blochmaniae*);
- Brand's phacelia (*Phacelia stellaris*);
- Braunton's milkvetch (*Astragalus brauntonii*);
- Davidson's bush mallow (*Malacothamnus davidsonii*);
- Davidson's saltscale (*Atriplex serenana davidsonii*);
- Many-stemmed dudleya (*Dudleya multicaulis*);
- Mesa horkelia (*Horkelia cuneata* ssp. *puberula*);
- Nevin's barberry (*Berberis nevinii*);
- Parish's brittlescale (*Atriplex parishii*);
- Plummer's mariposa lily (*Calochortus plummerae*);
- Salt Spring checkerbloom (*Sidalcea neomexicana*);
- San Fernando Valley spineflower (*Chorizanthe parryi* var. *fernandina*);
- Santa Monica Mountains dudleya (*Dudleya cymosa* ssp. *agourensis*);
- Slender-horned spineflower (*Dodecahema leptoceras*); and
- Southern tarplant (*Hemizonia parryi* ssp. *australis*).

No special-status plant species are known to be present on the College campus and no special-status plant species were observed during the two visits to the campus by biologists during preparation of the 2005 FEIR.

Wildlife

Seventeen amphibians and reptiles were identified as present in the adjacent Baldwin Hills during surveys conducted by Community Conservancy International in 2001. However, none of the species

found are currently listed, or proposed to be listed, as endangered or threatened by the U.S. Fish and Wildlife Service (“USFWS”) or CDFG. Two CDFG listed “species of concern,” the coast, San Diego, horned lizard (*Phrynosoma coronatum blainvillii*) and garden slender salamander (*Batrachoseps major*) have the potential to occur within the Baldwin Hills according Community Conservancy International in 2001.

Of the six potential special-status amphibian and reptile species considered in the 2005 FEIR, only the arroyo toad (*Bufo californicus*) is listed as endangered or threatened. The arroyo toad was determined to not be present due to lack of suitable habitat.

According to *The Biota of the Baldwin Hills*, there is the potential for 166 bird species, non-raptor and raptor, within the Baldwin Hills. Of this number, 41 species, 36 native, have been confirmed, as of 2001 breeding, in the Baldwin Hills. However, no federally or state listed special-status species were found during the survey, but some may potentially occur or are known to occur in recent years according to Community Conservancy International in 2001.

Of the 18 special-status non-raptor bird species considered in the 2005 FEIR, only the cactus wren (*Campylorhynchus brunneicapillus*), coastal California gnatcatcher (*Polioptila californica*), and purple martin (*Progne subis*) have a high potential for occurrence at the site. The cactus wren and purple martin are California species of concern and the coastal California gnatcatcher is a federally threatened species.

Of the 11 special-status raptors considered in the 2005 FEIR, none are listed as endangered or threatened. It is conceivable that a red-tailed hawk or an American kestrel nests within the numerous trees on-site. Both of these species are common raptors and generally adapted to human landscapes; however, changes in noise and physical disturbance levels during nesting can cause unsuccessful breeding. Additionally, burrowing owl (*Athene cunicularia*) may be present within the Baldwin Hills.

Raptors (birds of prey) were observed during field visits by the Community Conservancy International (2001). Southern California holds a diversity of birds of prey, raptors, and many of these species are in decline. For most of the declining species, foraging requirements include extensive open, undisturbed or only lightly disturbed areas, especially grasslands. This type of habitat has declined severely in the region, affecting many species but especially raptors. A few species, such as red-tailed hawk (*Buteo jamaicensis*) and American kestrel (*Falco sparverius*), are somewhat adaptable to low level human disturbance and can be readily observed adjacent to neighborhoods and other types of development. These species still require appropriate foraging habitat and low levels of disturbance in the vicinity of nesting sites. However, habituation of some types of noise and disturbances does occur with the introduction of “new” forms of disturbance during nesting sometimes causing nest abandonment and failure.

According to Community Conservancy International in 2001, most of the arthropods within the Baldwin Hills are cosmopolitan and introduced species, which includes 48 species of beetles, 15 bee and non-parasitic wasp species, 15 spiders, and 12 butterfly species, 33 of which are expected to occur. Of this total, none are federally or state listed as endangered or threatened. Of the nine special-status arthropods considered in the 2005 FEIR, none have the potential to be present at the site.

According to Community Conservancy International in 2001, 28 mammal species were observed or are suspected of currently inhabiting the Baldwin Hills. These species are characterized as generalists, which mean they are able to survive human encroachment and disturbance. Of these species, only a handful of remnant native rodent species are the remaining native mammals left in the Baldwin Hills. None of the observed mammal species in the Baldwin Hills are federally or state listed as endangered or threatened.

The only special-status mammal with the potential to occur is the Pacific pocket mouse (*Perognathus longimembris pacific*); however, the Pacific pocket mouse is thought by some biologists to be extinct from California. Other biologists believe this species is still present in California in Camp Pendleton and a few other isolated and well documented spots, but is extremely endangered. The Pacific Pocket mouse has not been documented within the Baldwin Hills.

The animal species on campus consist of common generalist species found within urban environments, which are highly adaptable to human disturbance. Given the number of suitable nesting trees on-campus, the numerous open spaces for foraging on-campus, and the size of the campus, it is possible that raptors utilize the campus for foraging and nesting.

The campus contains no special-status wildlife species. This is due to a variety of excluding factors: (1) confirmed absence through appropriate fieldwork, (2) site not within known geographic distribution for a species, (3) potential habitat limited, (4) site outside the elevation range of a species, (5) hydrology features appear well outside the range of tolerance of a species, (6) critical resources, other than hydrology, are absent or outside the range of requirements, and (7) specific past or current disturbance (direct or indirect) is anticipated and would make a species' presence currently unreasonable. One or a combination of these factors accounts for the absence of each special-status animal species on the campus.

Waters of the U.S. and Wetlands

Federal waters and wetlands or state streambeds occur within the Baldwin Hills but not on-campus or the 10100 Jefferson site. No waters of the United States, wetlands or riparian habitats under the jurisdiction of the U.S. Army Corps of Engineers or CDFG, other than man-made structures such as storm water drainage facilities, are known to be present within the campus.

2005 FEIR IMPACT ANALYSIS

A review of existing resource information related to the proposed project was performed to evaluate whether sensitive species or other sensitive biological resources, such as wetlands, could occur in the area of effect (“AOE”).

Construction

The recent construction of the secondary access road required ground -disturbing activities resulting in removal of vegetation along the path of the roadway and possible direct loss of special-status plant species. The 2005 FEIR included Mitigation Measures BR-1, BR-2, and BR-3 to mitigate the significant impacts to sensitive species from construction of the roadway. Construction of the secondary access roadway is now complete and these mitigation measures are not applicable to the 2009 Master Plan.

Construction of the roadway in mid-2009 resulted in the removal or destruction of potential bird nesting or roosting sites. This significant impact was addressed by Mitigation Measures BR-4 and BR-5 in the 2005 FEIR. Construction of the secondary access roadway is now complete and these mitigation measures are not applicable to the 2009 Master Plan.

Potential for the direct and indirect “take” of special-status animal species due to direct mortality of special-status wildlife species by construction activities associated with the secondary access road was addressed by Mitigation Measures BR-6, BR-7, and BR-8. Construction of the secondary access roadway is now complete and these mitigation measures are not applicable to the 2009 Master Plan.

Removal of existing vegetation and trees to construct proposed campus facilities would not be result in a significant biological impact as there are no special-status plant species known to be present on the College campus.

The only foreseeable impact to biological resources due to the construction of the proposed on-campus facilities and improvements, with regards to wildlife, is the potential to remove or destroy potential bird nesting or roosting sites due to tree removal or other construction activities. This would be a potentially significant unavoidable impact and was addressed by Mitigation Measures BR-4 and BR-5. These measures would continue to apply to the 2009 Master Plan.

No federal wetlands or state streambeds occur within the campus. The man-made concrete-lined drainage channel west of Freshman Drive may be considered waters of the U.S. under the jurisdiction of the U.S. Army Corps of Engineers. However, no substantial changes or significant impacts are anticipated to this drainage channel. If minor alterations are proposed to this channel, a Section 404 Nationwide permit from the U.S. Army Corps of Engineers may be required.

Operation

Operation of the recently constructed second access road would not have a significant impact on vegetation or special-status plant species. Traffic on the new second access could substantially increase noise levels in the area, which has the potential to “harass” bird species, particularly raptors, and result in nest abandonment. This significant unavoidable impact was fully addressed in the 2005 FEIR. The potential exists for the indirect “take” of special-status bird species if road operations, noise, “harassed” sensitive bird species resulting in avoidance of the area or in nest abandonment. If indirect “take” of a special-status species due to the operation of the proposed second access road, it would be a significant unavoidable impact. This impact was fully addressed in the 2005 FEIR.

The only foreseeable impact to wildlife due to the operation of the proposed on-campus facilities and improvements is the possibility that increased nighttime lighting associated with new facilities and improvements could “harass” bird species, particularly raptors, resulting in nest abandonment. If the new athletic field flood lighting results in substantial spillover impacts on the adjacent Baldwin Hills is adversely affecting habitat use or resulting in nest abandonment by special-status bird species, the impact would be significant. Implementation of Mitigation Measure BR-9 would reduce the impact to a less than significant level. This measure continues to apply to the 2009 Master Plan.

No federal wetlands or state streambeds occur within the campus. The man-made concrete-lined drainage channel west of Freshman Drive may be considered waters of the U.S. under the jurisdiction of the U.S. Army Corps of Engineers. However, operation of campus facilities would not have a significant impact on this facility.

2009 MASTER PLAN IMPACTS

The 2009 Master Plan would make minor campus circulation changes, increasing the pedestrian orientation of the center of campus, and would add approximately 62,356 square feet of development as compared to what was analyzed in the 2005 FEIR. Demolition and construction would occur on the Campus. Additionally, the 9-acre property located at 10100 Jefferson Boulevard would be included in the Master Plan, although other than the recently completed secondary access road no other changes are currently proposed on that site. This site is currently used as a staging area for construction vehicles, and it is currently housing the construction trailers for on-going work on the College campus. Possible uses currently under consideration for this site are college-related facilities, including training classrooms, alternative energy equipment and solar arrays. However, nothing is proposed at this time, and additional environmental review will be required once the plans for this site are identified.

Construction

Biological impacts anticipated to occur on the campus under the proposed 2009 Master Plan would be similar to those identified in the 2005 FEIR. Removal of existing vegetation and trees to

construct proposed campus facilities would not be a significant biological impact as there are no special-status plant species known to be present on the campus. Similarly, the only foreseeable impact to biological resources due to the construction of the proposed on-campus facilities and improvements, with regards wildlife, is the potential to remove or destroy potential bird nesting or roosting sites due to tree removal or other construction activities. Mitigation Measures BR-4 and BR-5 included in the 2005 FEIR would mitigate this impact. Construction impacts of the 2009 Master Plan on biological resources would be similar to the impacts described in the 2005 FEIR.

Operation

Operation of the proposed on-campus facilities and improvements would not have a significant impact on vegetation or special-status plant species.

Similar to the 2005 project, the only foreseeable impact to wildlife due to the operation of the proposed on-campus facilities and improvements is the possibility that increased nighttime lighting associated with new facilities, and the improvements could “harass” bird species (particularly raptors) resulting in nest abandonment. If new lighting results in substantial spillover impacts on the adjacent Baldwin Hills adversely affecting habitat use or resulting in nest abandonment by special-status bird species, the impact would be significant. Implementation of Mitigation Measure BR-9 included in the 2005 FEIR would reduce the impact to a less than significant level.

As stated in the 2005 FEIR, no federal wetlands or state streambeds occur within the campus. The man-made concrete-lined drainage channel west of Freshman Drive may be considered waters of the U.S. under the jurisdiction of the U.S. Army Corps of Engineers. However, no substantial changes or significant impacts are anticipated to this drainage channel.

Operational impacts of the 2009 Master Plan on biological resources would be similar to the impacts described in the 2005 FEIR. Increased nighttime lighting from campus buildings could disturb nesting birds species on-campus and adjacent properties. In addition traffic on the (new) secondary access road could significantly impact adjacent species. This access road has been completed and any impacts to biological resources would not change as a result of the 2009 Master Plan.

MITIGATION MEASURES

BR-1: No ground disturbance, site clearing, or removal of any potential nesting habitat shall be conducted within the typical breeding/nesting season for birds (February 15 to August 30); or

Within 15 days, and again within 72 hours prior to any ground disturbing activities, a qualified biologist shall conduct surveys for nesting birds (including raptors). The surveys shall occur prior to the clearing, removal, or trimming of any vegetation. Surveys shall include areas within 200 feet of

construction site boundaries. The biologist must be qualified to determine the status and stage of nesting efforts by all locally breeding bird and raptor species without causing intrusive disturbance.

BR-2: If an active nesting effort is confirmed or considered very likely by the biologist, a fence barrier shall be erected around the nest site to provide a minimum 50- foot barrier between the nest and construction activities. A 200-foot buffer shall be required for any raptor nesting site. No habitat removal or any other work shall be allowed to occur within the fenced nest zone until a qualified biologist confirms that the young have fledged and have left the nest.

Measure V-5 that would reduce lighting impacts on adjacent areas.

3.6 HISTORIC RESOURCES

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on historic resources including if implementation of the 2005 Master Plan would cause an adverse change in the significance of a historic resource.

SETTING

The West Los Angeles College (College or WLAC) is located near the eastern boundary of the Rancho Ballona (or Rancho Paso de las Carretas) land grant, which was owned by Felipe and Tomás Talamantes, and José Agustín and Ygnacio Machado. As described in the 2005 FEIR, the 13,920-acre property was granted to them by the Mexican government in 1839. Rancho Ballona encompasses much of present-day Culver City.

Although the site for the campus was purchased in 1964, the College was established in spring 1969. Construction of the campus' first permanent facilities occurred several years later, between 1975 and 1977, and included the present Library Learning Assistance Center, CE Building, and the esplanade/landscape design leading from the structures to the campus bus stop area.

In an effort to assess whether architecturally and historically significant resources were present at the College, a walking and driving tour of the campus was completed during June 2004. All the buildings on campus were visually inspected at that time to assess the architectural quality of the buildings and to determine whether there were strong design associations that linked the buildings visually. The buildings were also evaluated as to whether the key buildings were potentially significant examples of work created by Powell, Morgridge, Richards & Coghlan/Smith, Powell & Morgridge. Given the founding year of the College in 1969, all of the campus buildings were assumed to be 35 years old or less, with the overwhelming majority of the buildings dating from 1975 and later (i.e., when construction of permanent campus buildings began).

2005 FEIR IMPACT ANALYSIS

The 2005 FEIR did not identify any historic resources on the College campus or abutting the alternative alignments for the new second access road to Jefferson Boulevard. Therefore, no impacts on historic resources were expected to result from the 2005 proposed project. No mitigation measures were necessary.

2009 MASTER PLAN IMPACTS

The 2009 Master Plan would make minor campus circulation changes (making the center of campus pedestrian-oriented) and would add approximately 59,356 square feet of development as compared to what was analyzed in the 2005 FEIR.

Additionally, the 9-acre property located at 10100 Jefferson Boulevard would be developed. This site is currently developed with relatively recent structures and temporary trailers as well as surface parking. There are no historic structures on the 10100 Jefferson site. Therefore, as with the 2005 Master Plan, impacts to historic resources are not anticipated under the proposed 2009 Master Plan.

MITIGATION MEASURES

No mitigation measures are necessary.

3.7 ARCHAEOLOGICAL RESOURCES

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on archaeological resources. The impacts analyzed included whether the implementation of the 2005 Master Plan would cause an adverse change in the significance of an archaeological resource.

SETTING

The majority of the project site is occupied by the community college; the 10100 Jefferson Boulevard site (10100 Jefferson site) is occupied by commercial land (it is currently housing the construction trailers for on-going work on the campus) and vacant land associated with oil well operations. The project site is located in the central western portion of the Los Angeles basin, on the western edge of the Baldwin Hills. Specifically, the project site is located south and west of the Baldwin Hills (Inglewood) oil field, and active oil wells in the Baldwin Hills border the College on the east and north, and the 10100 Jefferson site on the south. The new secondary access road (analyzed in the 2005 FEIR) passes through the oil field. West Los Angeles College (the "College") is located south of the ancestral trace of the Los Angeles River now occupied by Ballona Creek, which lies about 1,200 feet west of the project area. An alluvial fan and floodplain, formed under the influence of the ancestral Los Angeles River from the north and from the drainages of the Baldwin Hills to the east, occupy the project area.

As stated in the 2005 FEIR, the project area is situated in a region that was inhabited by the Uto-Aztecan Gabrielino Native American Group. The Gabrielino inhabited the watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers, in addition to smaller intermittent streams in the Santa Monica and Santa Ana Mountains. They also inhabited all of the Los Angeles Basin and the coastal strip from Aliso Creek in the south to Topanga Creek in the north. This Native American group was credited with an elaborate material culture and expert craftsmanship in quarrying and manufacturing steatite (soapstone) objects and constructing the plank canoe.

2005 FEIR IMPACT ANALYSIS

The 2005 FEIR literature and records search revealed no archaeological sites documented within the project boundaries; however, 10 archaeological sites and 1 isolate have been recorded within 0.5 miles of the project area. These sites are situated in two settings: within the Baldwin Hills, and along Ballona Creek west of Jefferson Boulevard. Within the Baldwin Hills, three of the five known sites are small scatters of ground stone or shell (CA-LAN-67, -2966, and -2968), one is a historic-era refuse deposit (CA-LAN-2967), and one is a larger prehistoric site (CA-LAN-1399) located around a spring.

A field reconnaissance of the area north of the main campus along the secondary access road did not

identify the presence of prehistoric or historical archeological resources.

While no cultural resources were observed in the surveyed areas, a potential site was observed at a distance in an inaccessible area for one of the potential secondary roadway alignments (studied in the 2005 FEIR). No cultural resources were observed in the surveyed areas for the constructed secondary access road alignment.

According to the 2005 FEIR, the potential for intact prehistoric or historic-era cultural deposits is low, and there is little possibility for a potentially significant impact to resources in the area.

The 2005 FEIR included mitigation measures to reduce project-related adverse impacts to archaeological resources that may be encountered during construction of proposed Master Plan improvements (see below), applicable measures would continue to apply to the 2009 Master Plan.

2009 MASTER PLAN IMPACTS

The 2009 Master Plan would add approximately 62,356 square feet of development as compared to what was analyzed in the 2005 FEIR. As under the 2005 Master Plan, demolition and construction would occur across the Campus. Additionally, the 9-acre property located at 10100 Jefferson Boulevard would be added to the campus. This site is currently partially developed with structures and surface parking. Other than the entrance to the secondary access road, the 2009 Master Plan does not identify potential uses for the 10100 Jefferson site. As noted in the Project Description, the College intends to undertake a feasibility study for the 10100 Jefferson site to ascertain an appropriate use. Possible uses being considered are college-related facilities, including training classrooms, alternative energy equipment and solar arrays. The 9-acre 10100 Jefferson site is located northeast of the main campus in close proximity to the Inglewood Oil Field.

Impacts to cultural resources under the 2009 Master Plan Revisions would be similar to impacts identified in the 2005 FEIR. Significant impacts to cultural resources are not anticipated. However, if archaeological resources are discovered during construction activities, mitigation measures AR-3 and AR-4 identified in the 2005 FEIR (measures AR-1 and AR-2 below) would continue to mitigate any potential impacts resulting from the 2009 Master Plan. The 2005 FEIR only contemplated construction of the secondary access road on the 10100 Jefferson site, and the 2009 Master Plan does not identify any additional construction; any construction on the 10100 Jefferson site would be subject to the same mitigation measures as are applicable to the main campus.

MITIGATION MEASURES FROM 2005 FEIR

AR-1: In those areas that are not monitored by an archaeologist and/or a certified culturally affiliated Native American, if buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site

of discovery and assess the significance of the archaeological resource.

AR-2: Provisions for the disposition of recovered prehistoric artifacts shall be made in consultation with culturally affiliated Native Americans. The College shall be the final arbiter should disagreement arise over the disposition of the recovered artifacts.

AR-3: In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, State CEQA Guidelines 15064.5(e), and Public Resources Code 5097.98 shall be

3.8 PALEONTOLOGICAL RESOURCES

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on paleontological resources including if implementation of the 2005 Master Plan would cause an adverse change in the significance of a paleontological resource.

SETTING

The project site is located in the central western portion of the Los Angeles Basin at the boundary between the western slopes of the Baldwin Hills and the Los Angeles Coastal Plain. The project site is located within the northern portion of the Peninsular Ranges Geomorphic Province, a series of generally northwest trending mountain ranges. The Baldwin Hills, Inglewood, Oil Field, and active oil wells and drilling operations in the Baldwin Hills border the property on the east and north.

As described in the 2005 FEIR, the bedrock formations exposed in the Baldwin Hills are the Early Pleistocene-age Inglewood Formation and the Late Pleistocene-age Culver Sand. These consist of sand, silt, and clay formations. San Pedro Formation bedrock should be or is expected to be at or near the ground surface along the eastern portion of the project site. The bedrock is covered by residual native soils consisting of silty sand and silty clay to clayey silt, ranging in depth from 1 to 4 feet in thickness.

The Vertebrate Paleontology records search conducted for the 2005 FEIR identified no vertebrate fossil localities within the campus boundaries. However, the search identified sites where vertebrate fossils have been found nearby in the same sedimentary units that occur in the project area. According to the records, the nearest fossil discovery reported in the marine Inglewood Formation and Culver Sand (San Pedro Sand), the rock units that make up the Baldwin Hills, is situated almost directly east of the project area on the eastern edge of the Baldwin Hills between Hillcrest Drive and Marlton Avenue. This site, LACM 4423, yielded fossils of bonito shark (*Isurus*), speckled sanddab (*Citharichthys stigmaeus*), and longfin sanddab (*Citharichthys xanthostigma*).

The lower-lying western portion of the site is located on surface and near surface deposits of younger Quaternary Alluvium, probably less than 10,000 years old and derived from the flood plain of Ballona Creek to the west or fan deposits deposited downslope of the Baldwin Hills to the east. These younger Quaternary Alluvium sediments are unlikely to contain significant vertebrate fossil remains, at least in the uppermost layers. At relatively shallow depth, however, there is older terrestrial Quaternary Alluvium, ranging from 1.2 million to 10,000 years in age, where significant vertebrate fossils are likely to be found.

Several fossil sites are known from this older Quaternary Alluvium adjacent to the project area. As indicated in the 2005 FEIR, LACM 4250, is nearest to the site, just south of Washington Boulevard and west of La Cienega in sediments around Ballona Creek, where remains of a fossil mammoth,

Mammthus, were collected. At several sites along the Southern Pacific Railway and Rodeo Road between Crenshaw Boulevard and Ballona Creek, fossil vertebrates were collected in the 1920's during excavation for the Outfall Sewer in that area. In addition, human remains were found in two locations. In 1924, LACM 1159 yielded human remains, *Homo Sapiens*, at a depth of 19–23 feet. LACM 4232 yielded a mineralized human skull, *Homo sapiens*, at a depth of 12–13 feet below the ground surface during a WPA excavation for a storm drain.

2005 FEIR IMPACT ANALYSIS

Operation of the college has no effect on the geologic environment and therefore discussion of impacts is limited to the construction phase of the project. It was considered unlikely that shallow excavations of less than 5 feet would result in the discovery of fossil remains. However, the proposed maximum excavation depth was approximately 45 feet below ground surface. At this depth, excavation would encounter undisturbed sediments with a high potential to contain paleontological resources. Therefore mitigation measures PR-1 through PR-4 were included to mitigate potential impacts to paleontological resources.

2009 MASTER PLAN IMPACTS

The 2009 Master Plan would make minor campus circulation changes (making the center of campus more pedestrian-oriented) and would add approximately 62,356 square feet of development as compared to what was analyzed in the 2005 FEIR. Similar to what was analyzed in the 2005 FEIR excavation, demolition and construction would occur across the campus, with expanded activities where the proposed Allied Health Building would be constructed (on the western edge of the campus along Freshman Drive).

Additionally, the 9-acre 10100 Jefferson site would be added to the Master Plan, although at the present time, other than the secondary access road analyzed in the 2005 FEIR, no further improvements are proposed to this site. The 10100 Jefferson site is currently occupied with trailers and a parking area for construction vehicles. Possible uses for this site that are under consideration are college-related facilities, including training classrooms, alternative energy equipment and solar arrays. The 9-acre site is located northeast of the main campus in close proximity to the Inglewood Oil Field.

Impacts to paleontological resources under the 2009 Master Plan would be similar to impacts identified in the 2005 FEIR. Significant impacts to paleontological resources are not anticipated. However, a monitor is required for all excavation below 4 feet (measure PR-1). If paleontological resources are discovered during construction activities, mitigation measures PR-2 through PR-4 would mitigate impacts resulting from the 2005 and 2009 Master Plans.

MITIGATION MEASURES

The following mitigation measures included in the 2005 FEIR would also reduce impacts anticipated under the proposed 2009 Master Plan Revisions.

PR-1: A qualified paleontologic monitor shall monitor excavation in areas identified as likely to contain paleontologic resources. These areas are defined as all areas within the College campus where planned excavation will exceed depths of 4 feet. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in their professional opinion, sediments being monitored are previously disturbed. Monitoring may also be reduced if the potentially fossiliferous units, previously described, are not found to be present or, if present, are determined by qualified paleontologic personnel to have low potential to contain fossil resources. The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays, and shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Because the Culver Sand or Inglewood Formation deposits yield small fossils specimens likely to go unnoticed during typical large scale paleontological monitoring, matrix samples from those rock units shall be collected and processed to determine the potential for small fossils to be recovered prior to substantial excavations in those rock units. If this sampling indicates these units do possess small fossils, a matrix sample of up to 6,000 pounds of rock shall be collected at various locations, to be specified by the paleontologist, within the construction area. These matrix samples shall also be processed for small fossils.

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

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

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

3.9 GEOLOGY/SOILS/SEISMICITY

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on geology/soils/seismicity including potential adverse effects associated with seismic shaking, liquefaction and expansive soils.

SETTING

The project site is located within the Los Angeles Basin, a geologically complex region of southern California near the intersection of the Peninsular Ranges geomorphic province and the Transverse Ranges geomorphic province. The Peninsular Ranges province is characterized by a series of northwest to southeast-oriented valleys, hills, and mountains separated by faults associated with, and subparallel to, the San Andreas Fault system. One of these faults, the Newport-Inglewood fault, is located in the vicinity of the site. Regional faulting in the Transverse Ranges has been characterized by right-lateral strike-slip faults that are high-angle-to-vertical or fold-associated thrust faults.

The bedrock units exposed in the Baldwin Hills area are sediments deposited in a shallow marine basin at the margin of the Los Angeles structural basin. Deposition of these rock units began about 2 million years ago and continued until about 100,000 years ago.

The site is located immediately west of the Baldwin Hills and southeast of Ballona Creek, the ancestral trace of the Los Angeles River. As stated in the 2005 FEIR, the Baldwin Hills have been uplifted by movement along the active Newport-Inglewood Fault Zone, which is located east of the campus. The Inglewood oil field is located north and east of the campus. The Baldwin Hills that make up the project site and the area adjacent to the project site are made up of a succession of Pleistocene-age (2-million- to 10,000- year-old) sedimentary rocks assigned primarily to the Culver Sand and the Inglewood Formation. The Culver Sand consists primarily of fine- to course-grained sand interbedded with lenses and thin beds of gravel deposited in a near-shore marine environment.

Alluvial fans have developed at the base of these hills, and deposits of colluvium have accumulated in drainage swales and at the toes of natural slopes. According to the 2005 FEIR, the project site is underlain by alluvium consisting of clay, silt, and sand with some gravel as well as soft bedrock consisting of sand with gravel and some shell material. The bedrock is covered by a residual (native) soil consisting of silty sand and silty clay to clayey silt, ranging in depth from 1 to 4 feet in thickness.

According to the 2005 FEIR, borings indicate that the alluvium is at least 15 to 20 feet thick and is classified as dark orange to medium brown, slightly moist to moist, medium-dense silty sand with a trace of clay and minor gravel. Younger alluvial floodplain deposits (Qya) are found in the relatively narrow (200- to 500- footwide) band along Freshman Drive. Artificial fill was detected in borings for the Fine Arts and Child Development buildings. Fill thickness in these two building areas

ranged from 9 to 24 feet.

The undisturbed bedrock in the project area has very low compressibility characteristics and should adequately support any proposed fill and/or building loads. However, topsoil, alluvium, colluvium, landslide debris, slope wash, and uncompacted fills are moderately to highly compressible. All of these materials, except for the uncompacted fills, are more compressible in the upper 5 to 10 feet below the natural ground surface, typically becoming increasingly more compact with depth. The sandstone layers of Culver Sand should not be expansive.

Corrosive soils contain chemical constituents that may cause damage to construction materials such as concrete and ferrous metals. One such constituent is watersoluble sulfate, which, if high enough in concentration, can react with and damage concrete. As stated in the 2005 FEIR, preliminary laboratory tests from the campus performed from 1999–2004 indicate the soils are below the minimum sulfate concentration considered by the Uniform Building Code to be potentially damaging.

The project area is subject to ground shaking associated with earthquakes on faults of the Transverse Ranges fault system. The Transverse Ranges fault system consists primarily of blind reverse and thrust faults accommodating tectonic compressional stresses in the region. Active reverse or thrust faults in the Transverse Ranges include buried (blind) thrust faults responsible for the 1987 Whittier Narrows Earthquake and 1994 Northridge Earthquake and the range-front faults responsible for uplift of the Santa Monica and San Gabriel Mountains. Four blind thrust faults that could affect the site are the Santa Monica Mountains, Compton- Los Alamitos, Puente Hills, and Elysian Park faults. The range- front faults include the Malibu Coast, Santa Monica-Hollywood, Raymond, and San Fernando-Sierra Madre faults. Active right- lateral strike-slip faults that could affect the site include the San Andreas, Palos Verdes, Newport-Inglewood, and San Gabriel faults, all associated with the San Andreas Fault system.

The College campus including the 10100 Jefferson Boulevard property is located in an area with many major active faults in the vicinity. The major active faults in the project area include the Newport-Inglewood, Santa Monica, and Hollywood. These faults are considered to be potentially significant seismic sources.

Approximately 1.2 miles to the east, the closest fault to the project area is the Newport-Inglewood fault (zoned Alquist-Priolo), a right- lateral strike slip fault. The east-west trending Hollywood and Santa Monica faults are known active faults with predominantly left lateral motion with a component of reverse slip. The Hollywood and Santa Monica faults are part of a larger fault system that also includes the Raymond fault. This fault system forms the southern margin of the western Transverse Ranges. Other potentially active faults that exist near the project site are the Overland Avenue and Charnock faults, about 1,000 feet and 7,600 feet to the west, respectively.

A smaller fault that projected toward the site was investigated for the 2005 FEIR using aerial photographic analysis. The fault appears to extend from the northwest to southeast outside the site boundary to the north and east. The fault, which lies adjacent to the project site, should be considered potentially active based on offsetting Strong Ground Shaking.

Earthquakes occurring on faults closest to the project area would most likely generate the largest ground motion. The most significant damaging earthquake that has occurred in the last century within 25 miles of the College was the M 5.9 Whittier Narrows earthquake, which occurred on October 1, 1987. This earthquake was located approximately 19 miles east of the project site and resulted in eight deaths and \$358 million in property damage.

Liquefaction is the phenomenon in which saturated granular sediments temporarily lose their shear strength during periods of earthquake-induced strong ground shaking. The susceptibility of a site to liquefaction is a function of the depth, density, and water content of granular sediments and the magnitude and frequency of earthquakes in the surrounding region. Saturated, unconsolidated silt, sand, and silty sand within 50 feet of the ground surface are most susceptible to liquefaction. Based on the Los Angeles County Seismic Element Maps, conditions for liquefaction exist within most of the project area.

The 2005 FEIR stated that the more recent and more detailed State Seismic Hazard Maps indicate a small area in the extreme southwest corner of the campus have historically shallow groundwater and poorly consolidated fine sandy soils suggesting liquefaction-prone materials exist.

Groundwater in the alluvial formations is within intragranular pore space. The younger alluvium is near-horizontally bedded and very thin (likely less than 25 feet) and therefore does not constitute a “groundwater aquifer” per se. The 2005 FEIR indicates there is liquefaction potential for a small portion of the site. According to the 2005 FEIR, historic high groundwater levels appear to be greater than 40 feet deep across most of the site. Groundwater movement within the alluvium and in porous bedrock would be to the west toward Ballona Creek. Shallow, perched water zones may be associated with faults in bedrock.

2005 FEIR IMPACT ANALYSIS

Construction

Soil Erosion

The 2005 FEIR indicated that most of the native soils on-site, as well as fill slopes constructed with native soils, have a moderate to high susceptibility to erosion. These materials, especially the Culver Sand, are prone to erosion during the grading phase, especially during heavy rains. The implementation of industry-standard stormwater pollution-control best management practices would

reduce soil erosion impacts to a less-than-significant level.

Erosion control measures that shall be implemented as part of best management practices would include the placement of sandbags around basins; use of proper grading techniques; appropriate sloping, shoring, and bracing of the construction site; and covering or stabilizing topsoil stockpiles.

Alteration of Topography

Elevations on the campus range from a high of about 195 feet along Sophomore Drive near Stocker Street to a low of about 65 feet near the intersection of Freshman Drive and Overland Avenue. The 90- to 100- foot elevation lines are roughly along B Street. Campus grading activity has created a series of cut/fill pads that step down in elevation from east to west (Sophomore Drive to Freshman Drive). No further alteration of the topography is anticipated.

The recently-constructed access road traverses undeveloped natural topography. The road cuts through an elevation ranging from a low of about 80 feet where it meets Jefferson Boulevard to a high of about 170 feet where the road turns from north to northwest. A retaining wall was required along a portion of the roadway, approximately 150 feet long and 20 feet high. The construction of the second access road required approximately 35,600 cubic yards of cut and 13,800 cubic yards of fill. The roadway generally follows existing slopes and gradients and does not substantially alter the overall topography of this section of the Baldwin Hills.

Unstable Slopes/Landslides

Marginally stable slopes, including existing landslides, may be subject to landsliding caused by seismic shaking. Construction of the secondary access road required cut and fill through an area of high topographic gradients. To avoid any risk of hazard during construction of the road and retaining wall, the contractor implemented standard construction management practices and techniques including use of proper grading techniques and appropriate sloping, shoring, and bracing of the construction site.

Operation

Ground Rupture

No active faults are known to directly cross the College campus or the access road alignment. There is the potential of surface rupture along either an earthquake fault or along any existing ground cracks in the Baldwin Hills area. The possibility of ground rupture on the campus and around the access road area is considered nil to very low based on fault maps as indicated in the 2005 FEIR.

Strong Ground Shaking

The estimated site intensity of between X and VIII for the estimated maximum earthquake on any of the faults within 30 miles of the project area is very high. Seismic shaking intensity of X to VIII could cause significant damage to all aboveground structures and moderate damage to pavement, roads, and underground utilities. Strong earthquake-induced ground shaking could be triggered by seismic activity on any of the nearby faults, resulting in significant damage to structures in the proposed project area.

The ground motion hazard described above is not unusual for the Los Angeles area. This hazard would represent a less-than-significant impact provided that design and construction of the proposed project conforms to all applicable provisions of the California State Architect which follows guidelines set forth in the California Building Code (CBC).

Liquefaction

The southwest corner of the College campus, as well as the area where the secondary access road intersects with Jefferson Boulevard, has a moderate to high potential for liquefaction. The remainder of the site has a low to moderate potential. Construction of project improvements in the southwest corner of the campus and near Jefferson Boulevard could be subject to a potentially significant liquefaction hazard.

Lateral Spreading

The drainages and swales between hill slopes are filled by alluvium, colluvium, landslide debris, and slope wash. Unconsolidated deposits often develop soils along steep and shallow slopes in these areas. In areas within the project site covered by these soils, which are underlain by liquefiable alluvium, lateral spreading hazard is potentially significant.

Unsuitable Soil Conditions

Soil characteristics that could have a significant impact on design of new buildings and facilities for the project include corrosion, compaction, and expansion. Potential impacts could include unacceptable settlement or heave of structures, concrete slabs supported on grade, and pavement supported on these types of soil. The impact from unsuitable soils is potentially significant. However the impact can be reduced to a less-than-significant level provided that appropriate mitigation measures are implemented in design and construction of proposed facilities. Mitigation measures would be determined on an individual building by building basis, relying on information obtained from site-specific geotechnical investigations.

Slope Failure/Landslides

Marginally stable slopes (including existing landslides) may be subject to landsliding during or shortly after prolonged, heavy rainfall or strong seismic shaking. In most cases, these are limited to relatively shallow soil failures on the steeper natural slopes. The landslide hazard zones are to the north east of the College campus and proposed access road. Therefore, the potential for a landslide is nil to very low.

Earthquake-Induced Flooding

Since no dams, large bodies of water, or water storage facilities are located upstream of the project area, this hazard is not anticipated.

Seismically Induced Settlement

A low to moderate compressibility would be expected from the existing fill and the alluvium. Due to the fairly large fill and alluvial/colluvial thicknesses, settlement amounts may vary from location to location. Thus the hazard posed by seismically induced settlement is a potentially significant impact.

Subsidence, Uplift, and Related Effects

The project site lies immediately west of the Baldwin Hills, Inglewood, oil field which has been removing underground oil from deep geologic formations since 1924. The western edge of the oil field crosses the campus near the intersection of B Street and Sophomore Drive and exits the campus where Sophomore Drive curves from east to south. It crosses beneath both of the proposed access road alignment alternatives to Jefferson Boulevard. The oil field has been subject to artificial repressurization in order to prevent excessive ground subsidence. In some cases this injection can cause ground uplift. It is not possible to deduce from this whether subsidence or uplift is affecting the project site. There is no one published source of subsidence information for this field, and the State of California, Department of Conservation, Division of Oil, Gas and Geothermal Resources (“DOGGR”) annual reports would have to be reviewed to document this conclusion. While there is no evidence to suggest that the project site has been subject to adverse effects from subsidence and/or uplift due to oil reservoir pressurization issues, this subject warrants further investigation. The California Geological Survey (“CGS”) reviews school site engineering geology and geotechnical reports using CGS Note 48, *Checklist for the Review of Engineering Geology and Seismology Reports for California Public Schools, Hospitals, and Essential Services Buildings (2004, 2007)*, as a checklist/guideline for acceptable reports. The CGS Note 48 specifically requires that subsidence potential be addressed. While already subject to the CGS review process, the project shall implement mitigation measure GS-7 to make clear the CGS requirements and ensure that subsidence impacts are less than significant.

Another possible outcome of oil field repressurization is the migration of methane gas from deep geologic units toward the ground surface. If there are conduits to the ground surface acting as “short-cuts” such as faults, fracture zones, previously abandoned wells, undocumented wells, or dry holes, methane can reach the near- ground surface in sufficient concentrations to cause asphyxiation or explosion and/or fire. DOGGR indicates that they know of no instances of methane leakage from wells in the area associated with the activities at the field. Nonetheless, mitigation measures are proposed below to ensure any potential hazards would be minimized and less than significant. There is no evidence that nearby oil field repressurization is causing the migration of methane gas from deep geologic units toward the College campus. However, CGS Note 48 specifically requires that methane gas hazards be addressed. While already subject to the CGS review process, the project shall implement mitigation measure GS-8 to make clear the CGS requirements and ensure that methane hazard impacts are less than significant.

2009 MASTER PLAN IMPACTS

The 2009 Master Plan would make minor campus circulation changes, increasing the pedestrian orientation of the center of campus, and would add approximately 62,356 square feet of development as compared to what was analyzed in the 2005 FEIR. Demolition and construction would occur on the Campus. Additionally, the 9-acre property located at 10100 Jefferson Boulevard would be included in the Master Plan, although other than the recently completed secondary access road no other changes are currently proposed on that site. This site is currently used as a staging area for construction vehicles, and it is currently housing the construction trailers for on-going work on the College campus. Possible uses currently under consideration for this site are college-related facilities, including training classrooms, alternative energy equipment and solar arrays. However, nothing is proposed at this time, and additional environmental review will be required once the plans for this site are identified.

Construction

The 2005 FEIR indicated that most of the native soils on-site, as well as fill slopes constructed with native soils, have a moderate to high susceptibility to erosion. These materials are prone to erosion during the grading phase, especially during heavy rains. As discussed in the 2005 FEIR, the implementation of industry-standard stormwater pollution-control best management practices would reduce soil erosion impacts of the 2009 Master Plan to a less-than-significant level. Erosion control measures would be implemented as part of best management practices.

No further alteration of the topography beyond that analyzed in the 2005 FEIR is anticipated on the campus as a result of the 2009 Master Plan.

Operation

No change in operational erosion or seismic impacts would result from the 2009 Master Plan as compared to the impacts analyzed in the 2005 FEIR.

The southwest corner of the College campus, as well as the area where the secondary access road intersects with Jefferson Boulevard, has a moderate to high potential for liquefaction. This area also includes the 10100 Jefferson site. The remainder of the site has a low to moderate potential. Any future construction in the southwest corner of the campus and near Jefferson Boulevard could be subject to a potentially significant liquefaction hazard.

Mitigation measures from the 2005 FEIR would continue to reduce any potential impacts to a less than significant level.

MITIGATION MEASURES

The following mitigation measures included in the 2005 FEIR would also reduce impacts anticipated under the proposed 2009 Master Plan.

GE-1: Erosion control measures shall be implemented and shall include the placement of sandbags around basins; the use of proper grading techniques; appropriate sloping, shoring, and bracing of the construction site; and covering or stabilizing topsoil stockpiles.

GE-2: All earthwork and grading shall meet the requirements of the State of California Building Code, Title 24, part 2, volume 1, and shall be performed in accordance with the recommendations in the geotechnical investigation conducted for each proposed project at the West Los Angeles campus.

GE-3: All excavation and shoring systems shall meet the minimum requirements of the Occupational Safety and Health Administration (OSHA) standards.

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

GS-2: Design and construction of structures for the proposed project shall conform to all applicable provisions of the California State Architect, which follow guidelines set forth in the 2001 CBC. The CBC is based on the 1997 UBC and sets forth regulations concerning proper earthquake design and engineering.

GS-3: Materials susceptible to liquefaction in structural areas shall be removed and recompacted, if practical. Where appropriate, subdrains shall be provided for control of groundwater levels to

reduce liquefaction potential.

GS-4: Materials susceptible to lateral spreading in structural areas shall be removed and recompacted.

GS-5: The geotechnical investigation of proposed facilities shall fully characterize the presence and extent of corrosive, expansive, or loose compactable soil. Based on the collected data, appropriate mitigation shall be designed. Mitigation options could include the following: removal of unsuitable subgrade soils and replacement with engineered fill, installation of cathodic protection systems to protect buried metal utilities, use of coated or nonmetallic pipes, such as concrete or PVC, that are not susceptible to corrosion, construction of foundations using sulfate-resistant concrete, support of structures on deep-pile foundation systems, densification of compactable subgrade soils with in-situ techniques, and placement of moisture barriers above and around expansive subgrade soils to help prevent variations in soil moisture content.

GS-6: Removal and recompaction of unsuitable materials, including loose alluvium and colluvium, shall be conducted during grading operations. Removal of loose materials, generally the upper 5 to 10 feet below natural ground surface, and replacement with an engineered fill shall mitigate the potential for seismic settling.

GS-7: Proposed new structures shall comply with all design and monitoring techniques for pile foundations, reinforced mat foundations, and settlement/uplift monuments, developed during the CGS review process. At a minimum the applicant shall consult with the CGS in advance to solicit input regarding the investigation tasks. Unless otherwise approved by the CGS, investigation tasks shall include the following:

1. The investigation shall review and analyze DOGGR records, including annual reports, related to the Baldwin Hills, Inglewood, oil field with respect to measured subsidence or uplift to determine the magnitude and location of effects.
2. As dictated by the results of this review, existing aerial photographs, geologic maps, and other available imagery of the area, such as SAR and GPS elevations, shall be reviewed to assess the potential for active subsidence or uplift and the potential for faults to pass through the project site that could serve as locations for future differential movement.
3. Considering steps 1 and 2, the investigation shall determine the likelihood, location, and magnitude, if any, of future subsidence or uplift effects within the project site.

GS-8: Proposed new structures shall comply with all methane hazard design and monitoring techniques developed during the CGS review process. At a minimum the applicant shall consult with the CGS in advance to solicit input regarding the investigation tasks. Unless otherwise approved by

the CGS, investigation tasks shall include the following:

1. The investigation shall review and analyze DOGGR records related to the Inglewood oil field with respect to measured methane gas releases in the vicinity of the field and determine the magnitude and location of these releases (if any).
2. The investigation shall review other existing reports on this subject that may have been conducted for other projects in Culver City, the City of Los Angeles, or Los Angeles County, in the vicinity to assess the potential for active methane gas release from conduits such as faults, fracture zones, previously abandoned wells, undocumented wells, or dry holes.
3. Considering steps 1 and 2, the investigation shall determine the likelihood, location, and magnitude, if any, of future methane gas releases within the project site.
4. If sufficient evidence is developed to suggest methane gas potential within the project site, a site-specific methane gas study shall be performed by a DSA/CGS approved consultant at the project site to characterize the levels of methane and other volatile gases that may be present at the site and evaluate the level of impact that hazardous gases might have on the proposed project.

3.10 HAZARDOUS MATERIALS

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on hazardous materials including mitigation measures that fully mitigated potentially adverse impacts. Existing and past land use activities are used as potential indicators of hazardous material storage and use at individual sites. For example, many industrial sites, historic and current, are known or suspected to have soil or groundwater contamination by hazardous substances. Other hazardous materials sources include leaking underground tanks, surface runoff, and migration of contaminated groundwater plumes from contaminated sites, and application of pesticides and herbicides on agricultural land.

SETTING

Historic Uses On-Site and in the Project Area

The main campus has been developed for use by West Los Angeles College (College) since the late 1960s, with the first permanent buildings being developed in 1973 and completed in 1978–1979. The site is developed with classrooms, athletic fields, minimal food facilities, administrative offices, a library, maintenance facilities, and administrative offices. Buildings that use and store hazardous materials are the Boiler Plant, Chemical Storage Facility, Physical Education Complex, Plant Facilities Shops, Physical Science Building, and the Aviation Technology Center.

The area adjacent to the north-northeast portion of the campus consists of a series of slopes, hills, and valleys that are part of the Baldwin Hills oil fields. A large aboveground petroleum storage tank and several buildings are located north of the site within the Baldwin Hills oil fields. A chain-link fence and locked gate border the perimeter of the oil field site.

The 10100 Jefferson Boulevard property is located approximately 0.125 mile north of the campus within the Baldwin Hills oil fields development. This property is listed in the government database report prepared by Environmental Data Resources (EDR) as a Voluntary Cleanup Property Program (VCP) property. The Department of Toxic Substances Control (DTSC) is providing oversight for the voluntary cleanup of a portion of the larger 12-acre Baldwin Hills site.

The adjacent area east of the College campus beyond Sophomore Drive is occupied by the Baldwin Hills oil fields. Active oil wells appear at the top of the hillside and continue further east.

The adjacent area south of the campus beyond Stocker Street includes residential development on sloped terrain and hillsides. There are no obvious visual indications of potential contamination from this area. The adjacent area west of the site beyond Freshman Drive includes residential development. A concrete-lined drainage channel parallels Freshman Drive to the west. There are no visual indications of potential contamination from this adjacent area.

According to a search of oil/gas mines within 0.5 mile of the campus, there were no mines located within a 0.5- mile radius of the site. However, a review of permits indicates that a single exploratory (prospecting) oil well (Vickers 2, #18) was drilled by Standard Oil Company of California somewhere in the south-central portion of the property. According to the permits, the well was drilled in February 1951, and it was abandoned in April of the same year.

Based upon the review of historical aerial photographs, there appears to be a moderate potential for environmental impact to the campus from former on- or off-site uses. The presence of oil wells and oil production facilities on or near the property could pose some environmental risk. Heavy metals, biocides, and explosive gases (methane) may be present near such wells and/or the associated production or reservoir sumps, which were commonly used as disposal sites for the drilling muds and other debris.

Campus Uses

Various types of hazardous materials and hazardous waste are utilized or stored on campus. A number of different types of chemicals used for instructional purposes are stored in the Physical Science Building labs and in the Aviation Technology Center. The Plant Facilities and C-2 Storage Building area on campus uses and stores many different types of chemicals. Additionally, there are infrastructure and appliances that contain hazardous materials such as hydraulic lifts, waste clarifiers, emergency generators, fluorescent light bulbs, on-site storage tanks, and some ceiling, floor, mastic tile, and roofing materials.

There are seven waste clarifiers located on the campus, five of which are currently active. All wash down wastewater is piped to these different clarifier systems via sinks or floor drains prior to entering into the sanitary sewer system. North State Environmental periodically cleans accumulated sludge and residue and disposes the waste off site.

Rinse water from various operations could contain low levels of toxic substances, and consequently, each clarifier should be periodically inspected for cracks (on a yearly basis or whenever the structure is pumped, whichever occurs first) to prevent the infiltration of hazardous materials into the underlying soil. According to the College engineers, each clarifier was visually inspected at the time they were cleaned out (approximately July 2003), and no visual signs of cracks were noted. The College engineers further indicated that none of the clarifiers have been leak tested.

Three emergency generators are located on campus. One natural gasoline/regular gasoline powered emergency generator is located east of the women's physical education building. The second diesel powered emergency generator is located within the Aviation Technology Complex (ATC) area. A third regular gasoline powered emergency generator is located within the new Child Development Center (CDC) area. All emergency generators were situated on raised concrete pads, and no signs of

stained concrete were observed in each of the equipment areas.

One hydraulically powered automobile lift is located within the automotive shop at the Plant Facilities location. This lift was installed when the building was constructed in approximately 1995. The hydraulic oil storage tank is located above ground. Due to the installation and the aboveground storage tank, the potential impact to the subsurface soil from hydraulic oil contamination is low. There may be PCBs in the hydraulic equipment associated with the elevator equipment.

There are five large pad-mounted electrical transformers located throughout the project site and numerous smaller electrical transformers throughout the campus. The larger transformers are located south and north of the women's and men's Physical Education Building, at the ATC Building, south of the Heldman Learning Resource Center ("HLRC") Building, and at the CDC Building, which is a new transformer. No stains were observed on the concrete pads beneath these transformers or on the surrounding asphalt or soil during the site inspection conducted for the 2005 project.

As most of the existing buildings were constructed between the early 1970s and the 1980s, a potential exists for asbestos-containing materials (ACMs) and lead-based paints to be present within the buildings. According to College staff, most of the ACMs have been removed from on-site buildings. However, some asbestos-containing floor tile, ceiling tile mastic, and roofing materials may remain. Damaged ACMs could pose a potential threat to building occupants if the material becomes airborne.

Based on the review of available Los Angeles County Department of Public Works (LACDPW) underground storage tank (UST) files and interviews with personnel knowledgeable of the site, it appears that one 6,000-gallon UST was installed at the former Plant Facilities area in 1974 and removed in 1996. No soil contamination was identified from two soil samples collected, and the site was issued a "no further action" letter from the LACDPW. Presently, there are three 1,000-gallon USTs at the site, all of which were installed in 1995–1996. All three USTs are in regulatory compliance according to the College staff, and each tank has a leak detection system and interstitial monitoring.

The ATC complex includes a vapor recovery system. The self-contained, vapor recovery system associated with the ATC complex's engine-test cells is designed to recover un-burnt fuel during engine testing and pipe it back to the underground fuels storage tank.

Small amounts of pesticides and herbicides are stored and used by the campus gardeners. Pesticides and herbicides not in immediate use are stored in a storage room located in the Plant Facilities area. These pesticides and herbicides are used in limited amounts as needed for landscaping concerns.

The chemicals and hazardous wastes, as well as the approximate quantities, located within the

various buildings on campus are listed in **Table 3.10-1**.

**Table 3.10-1:
On-Campus Hazardous Materials and Waste Locations**

Location	Hazardous Materials, Waste, or Equipment	Quantity
Storage Building C-2		
HVAC Shop	Mercury switches Microbiocide Refrigeration oil	Boxed Five 3-gallon containers Pint size
Aviation Technologies Complex		
Block Masonry Structure	Waste fuel, waste paint, waste oil Engine oil, Hydraulic oil Hardener Primer grease solvent cutting fluid Marine paint Lubrication oil Aviation hydraulic fluid Mineral spirits solvent	One 55-gallon drum of each Two 1-gallon containers, Seven 1-gallon containers, One 3-gallon container Five 1-gallon containers, Six 1-gallon containers Pint Twenty containers, less than 1 gallon each
Labs		
	Acetylene, oxygen, nitrogen Mineral spirits Aviation hydraulic fluid	Cylinders, less than 1 gallon
Plant Facilities		
Waste Hazardous Storage Building Chemical Storage – Block Storage Chemical Storage – Steel Container Canopy Area On wooden pallet Flammable Storage Unit UST	Waste Oil and coolant Photo processing fixer/developer spent ballasts, and Possible Transite™ pipe soluble oil, coolant, anti-freeze, multipurpose oil, brake fluid, hydraulic oil Used car batteries Gasoline containers Regular gasoline	Six 55-gallon drums and 3-gallon containers used to transport to larger drums Small 1-gallon or less fixer/developer Box of plastic covered Transite™ 30-gallon, or less, containers Hydraulic oil, 40-gallon containers Five batteries Six 3-gallon containers 1,000 gallons
Source: Citadel Environmental Services Inc. 2005 FEIR		

The ATC is comprised of three permanent buildings along the northern portion of the campus. Two 1,000-gallon USTs containing aviation fuel and jet fuel are located at the north side of the ATC. The ATC facility is used to train students to paint aircraft parts and repair jet engines. Minor amounts of motor oil were observed on the asphalt-paved surface beneath a plane located on the north side of the ATC. Laboratories located throughout the ATC include the sheet metal laboratory, hydraulic laboratory, and composition laboratory. Most laboratories have flammable storage units that contain lubricating oil, hydraulic oil, solvents, and motor oil in containers of 1 gallon or less. Acetylene and

oxygen cylinders are located in the sheet metal laboratory.

A hazardous storage building is located adjacent to the Science Center (SC) Building. This building is constructed of block masonry with a concrete slab foundation. Approximately twenty 1-gallon bottles of acetone are stored within this building in a locked metal storage cabinet. One 55-gallon drum was observed as unlabeled and sealed. This storage room also houses lab animals that have been preserved with formaldehyde for use in the science labs. Adjacent to this storage building is a metal storage building used to house preserved animals, which are stored in plastic bags and boxes.

Federal, State and Local Hazardous Material Databases

As described in the 2005 FEIR, an electronic database search of listings maintained by federal, state, and local agencies of sites with known or suspected hazardous material contamination, use of hazardous or toxic materials and regulated wastes, discharge or spillage incidents, discharge permits, landfills, and storage tanks was performed by EDR in May 2003 and June 2004. A total of approximately 61 sites were identified within the search radius, although only a total of 25 sites occur within 0.25 mile of the project site boundaries. The principal regulatory directories reviewed by EDR are as follows.

The College is listed on the California Facility Inventory Database (CA FID) UST database, the UST database, the Historical UST database, and the HAZNET database. On the HAZNET database, the College is a generator of household hazardous waste and asbestos-containing waste, both of which were disposed or recycled. One historical UST, registered as a 6,000- gallon tank, was installed in 1974. The CA FID UST database indicates that the site is an active UST site. No other specific information was provided. The UST database indicates that one permitted UST is indicated on this database, which does not correspond to current information from LACDPW or the site visit. No apparent violations were reported in the databases listed for the site. No current violations were evident in the LACDPW file review.

Three leaking underground storage tank (LUST) sites are listed within a 0.5- mile radius of the project site. Two of these sites are located approximately 0.25 miles west of the project site. Parker Seal Company, located at 10567 Jefferson Boulevard, approximately 0.25 mile west of the project site, is listed as having contaminated the groundwater with solvents in 1990. The Regional Water Quality Control Board (RWQCB) is providing local oversight for the cleanup of affected groundwater. The Parker Seal Company is also listed on the CERCLIS-NFRAP, RCRIS, Cortese, CA FID, and CA SLIC databases. Culver Motor Clinic, Inc. is listed as the second-closest LUST site, at 10707 Jefferson Boulevard, approximately 0.25- mile west of the project site. Gasoline leak(s) have contributed to soil and groundwater contamination at this facility where the RWQCB is providing local oversight for remediation efforts. Culver Motor Clinic is also listed on the Cortese, small-quantity generator, and HAZNET databases. Due to the distance and location (cross-gradient) of these two sites and the distance of the remaining LUST site, the potential impact to the proposed

project is low.

Three Resource Conservation and Recovery Act (RCRIS) sites are listed in the EDR database. One of these sites is the previously mentioned Parker Seal Company. The other two sites are Pannonia Group, Inc., located at 10325 Jefferson Boulevard, and a Chevron Station, located at 10649 Jefferson Boulevard, both approximately 0.25 mile west of the project site. Both facilities are listed as small-quantity generators with no apparent violations. Due to the distance of these facilities, the potential impact to the proposed project is low.

Nine Cortese sites are located within a 1- mile radius of the project site. The closest Cortese sites are the previously mentioned Parker Seal Company and Culver Motor Clinic. The other seven Cortese sites are located greater than 0.25 mile north or southwest of the project site. Based on the distance of the remaining Cortese sites, the potential impact to the proposed project is low.

There are three CA FID sites located within a 0.25- mile radius of the project site. All three sites, Surfas, Inc.; Parker Hannifin Corporation; and the Chevron/USA gasoline station, are all located approximately 0.25 mile west of the project site. All three sites are reported as active UST facilities. Due to the distance of these reported UST sites, the potential impact to the proposed project is low.

As noted above, one VCP property was identified on the 10100 Jefferson Boulevard property (Westway Development). It appears to be part of a larger parcel of land dedicated to the Baldwin Hills oil field facility, which extends southerly toward the main campus. Four active oil wells and two aboveground storage tanks containing crude oil are described as being located on this site. Recent subsurface soil sampling were conducted for the 10100 Jefferson Boulevard site, and low levels of petroleum, VOCs, and semi-volatile organic compounds (SVOCs) were identified in near surface soil. DTSC required a Preliminary Endangerment Assessment. Low to high levels of petroleum hydrocarbons and low levels of VOCs and SVOCs were detected in several locations on the Westway Development property. However, most of the areas affected appear to be isolated and have been removed as part of the construction of the secondary access road. There is a low to moderate possibility that oil field gas (commonly methane) and VOCs have migrated beneath the campus through vapor phase transport.

There are no National Priorities List (NPL), State Priorities List (SPL), or Corrective Action Order (CORRACTS) sites within a 1-mile radius of the project site. There are no CERCLIS/NFRAP, SCL, RCRA-TSD, Toxic Pits, Deed RSTR, or SWLF sites within 0.5-mile radius of the project site. There are no RCRA Violators or TRIS sites within a 0.25-mile radius of the project site. There are no ERNS or SPILLS sites within a 0.125-mile radius of the proposed project.

The 10100 Jefferson Boulevard property is listed on the Historical UST database, VCP database, and DEED Restriction database. In 2003, the southwest portion of this site contained two aboveground storage tanks containing crude oil, and the site contains four active oil wells. Based on the study

conducted by Citadel for the College in 2003, information regarding a subsurface soil investigation at the Westway Development property was reviewed. It was discovered that low to high levels of petroleum hydrocarbons and low levels of VOCs and SVOCs were detected in near surface soils at several locations on 10100 Jefferson site. DTSC required a Preliminary Endangerment Assessment and is providing local oversight. In addition, there is a low to moderate possibility that oil field gas (commonly methane) and VOCs have migrated beneath the study area through vapor phase transport.

Eight LUST sites are listed within a 0.5- mile radius of the project site. Two of these sites are located within a 0.25- mile radius of the project site. The closest LUST site is Muskat Pipe & Supply Company, located at 10000 Jefferson Boulevard (also listed as a Cortese site). This site is listed as having a gasoline leak that contaminated the soil. The case was closed for this facility in September 1993.

Eighteen Resource Conservation and Recovery Act (“RCRIS”) sites are listed in the EDR database within a 0.5-mile radius of the 10100 Jefferson site. Six of these RCRIS sites are located along Jefferson Boulevard, north of Leahy Street. No reported violations have been issued to these six RCRIS sites. The closest RCRIS site is listed as Q Tech Corporation located at 10023 Jefferson Boulevard, immediately north of the 10100 Jefferson site. Q Tech Corporation is also listed on the FINDS and HAZNET databases. No reported violations have been issued to this facility. Due to the distance, status (no violations found), or location (down-gradient) of these and the remaining RCRIS sites, the potential impact to the proposed project is low. Seven Cortese sites are located within a 1-mile radius of the project site. The closest Cortese sites are the previously mentioned Muskat Pipe & Supply Company and Pacific Bell. The other five Cortese sites are located greater than 0.25 mile north-northwest or south-southwest of the 10100 Jefferson Boulevard site. Based on the distance of the remaining Cortese sites, the potential impact to the proposed project is low.

Three Solid Waste Facilities (SWF) are located within a 1-mile radius of the 10100 Jefferson site. Culver City Dump, located at 9462 Jefferson Boulevard, and Hetzler Landfill, located at Jefferson Boulevard at Duquesne Avenue, both are approximately 0.5 mile northeast and north of the project site, respectively, and are listed as solid/inert waste disposal sites. Due to the distance of these two SWF sites and the distance of the remaining site, the potential impact to the proposed project is low.

Four Emergency Response Notification System (ERNS) facilities are listed within a 0.25-mile radius of the 10100 Jefferson site. One of these sites is listed as 9920 Jefferson Boulevard, which appears to be located north of Leahy Street. The closest site is located at 4215 Raintree Circle, just south of the 10100 Jefferson site. Due to the distance and location of these two sites and the location of the remaining ERNS sites, potential impact to the proposed project is unlikely.

Twelve HAZNET sites are listed to within a 0.25- mile radius of the 10100 Jefferson site. The closest HAZNET site is Q Tech Corporation, located at 10023 Jefferson Boulevard (previously

mentioned in the RCRIS database). Due to the distance of this site and the distance or location (cross or down-gradient) of the remaining sites, potential impact to the proposed project is unlikely. There are no NPL, SPL, or CORRACTS sites within a 1-mile radius of the 10100 Jefferson site. There are no SCL, RCRA-TSD, or Toxic Pits sites within 0.5- mile radius. There are no RCRA Violators, or TRIS sites within a 0.25- mile radius. There are no ERNS or SPILLS sites adjacent to the 10100 Jefferson site.

A Phase 1 Environmental Site Assessment (ESA) conducted by SCS Engineers for the 10100 Jefferson Boulevard property in December 2005 indicated, the following environmental conditions as present at the 10100 Jefferson property as a result of current and historical site land use:

- A 4,000-gallon and 10,000-gallon UST were reportedly removed from the site. A leaking UST case was opened for the 10,000-gallon UST. There is low likelihood that a recognized environmental condition exists at the property as a result of this known and reported release. However, this closed release represents a historically recognized environmental condition.
- A total of 29 operating, shut down, or abandoned oil wells were interpreted to be located at or within 50 feet of the property. These wells may need to be abandoned or re-abandoned in accordance with the Department of Oil, Gas, and Geothermal requirements.
- Reported soil and soil vapor sampling has confirmed the presence of TPH, benzene, toluene, ethylbenzene, and xylene, semi-volatile organic compounds in the vicinity of the site wells.
- There is a likelihood that that the soil has been impacted and that an associated recognized environmental condition exists at the property.
- Oil and gas well construction typically involves the construction of earthen sumps in the vicinity of drilling operations to contain well fluids. These sumps are typically closed by grading adjacent soil over the residual well fluids leaving well fluids containing CoCs in place and resulting in a recognized environmental condition.
- There is a potential for releases of CoCs to soil in these well head vaults resulting in a recognized environmental condition.
- Extensive soil staining was observed at the property. There is a high likelihood that the soil has been impacted and that an associated recognized environmental condition exists at the site.
- There is a potential that CoCs are present in the pavement and possibly the soil beneath the pavement resulting a recognized environmental condition.

- A drainage pond was observed in the southern portion of the site. Based on its interpretive use (to collect surface water and water from various drilling activities) there is a moderate to high likelihood that a recognized environmental condition exists.
- A petroleum processing, storage, and handling facility was observed in the southeastern portion of the site. There is a moderate to high likelihood that CoCs associated with petroleum production, processing and storage are present.
- There is a potential that unidentified historical underground structures are present at the property.

2005 FEIR IMPACT ANALYSIS

Construction

It is not expected that the waste clarifiers, USTs, and buildings where hazardous materials are stored for routine use or maintenance would pose a significant hazard during construction on or near these sites. However, mitigation is included to ensure the potential impacts due to exposure or release of hazardous materials during construction are minimized.

As most of the existing campus buildings were constructed between the early 1970s and the 1980s, a potential exists for ACMs and lead-based paints to be present within the buildings. Most of the ACMs have been removed from on-site buildings. However, some asbestos containing floor tile, ceiling tile mastic, and roofing materials may remain. Suspect asbestos (Transite™) was noted in the sheet metal laboratory at the ATC. Damaged edges of select siding were observed. Damaged ACMs could pose a potential threat to building occupants, as well as to construction workers during demolition or renovation work, if the material becomes airborne. This is a potentially significant but mitigable impact.

The campus is located immediately south and west of the active Baldwin Hills oil fields. Additionally, a single exploratory oil well (Vickers 2, #18) was drilled somewhere in the south central portion of the campus. The well was drilled in 1951, and it was abandoned in the same year. Unless additional documentation becomes available, attempting to determine the exact location of the oil well may not be practical or feasible since the description of its specific location is unclear. In areas located in and around oil wells, methane may exist and could potentially pose a significant risk if it can reach the near-ground surface in sufficient concentrations to cause asphyxiation, or to cause explosion and/or fire. Additionally, there is a low to moderate possibility that oil field gas (commonly methane) and VOCs have migrated beneath the project area from the adjacent oil fields. If encountered or exposed during construction, oil field gas or VOCs could pose a hazard to construction workers or other persons in the vicinity of the construction site, a potentially significant impact.

As indicated in the 2005 FEIR, the 10100 Jefferson Boulevard property is listed on the Historical UST database, VCP database, and DEED Restriction database. Low to high levels of petroleum hydrocarbons and low levels of VOCs and SVOCs were detected in near surface soils. DTSC is requiring a Preliminary Endangerment Assessment at this facility and providing local oversight. In addition, there is a low to moderate possibility that oil field gas (commonly methane) and VOCs have migrated beneath the site through vapor phase transport.

A number of completed or abandoned oil wells were identified in the immediate vicinity of the recently constructed access road that could pose some environmental risk. Heavy metals, biocides, and explosive gases (methane) may be present near such wells and/or the associated production or reservoir sumps, which were commonly used as disposal sites for the drilling mud and other debris.

Operation

During the operational phase, campus uses would not involve the use of significant quantities of hazardous materials or emissions above and beyond the current uses that could result in a reasonably foreseeable upset or accident. Therefore, the proposed project would not have the potential to create a significant hazard to the public or environment as a result of the operational activities of the project. Operation of the proposed project would continue to involve the use, disposal, and transport of small quantities of hazardous materials and emissions from routine maintenance and operation of various types of equipment and facilities currently on-site. As indicated in the 2005 FEIR, compliance issues regarding the storage of hazardous chemicals particularly in the science labs and proper storage of hazardous waste was of concern at the campus. Subsequent to inspection (prior to the 2005 FEIR), the College removed numerous containers of hazardous waste and chemicals. Closure of the file is pending. At the time of the inspection, the existing facilities appeared to handle hazardous materials in an acceptable manner that did not create a hazard to the public or the environment through the use of legal disposal procedures. Ultimately, the proposed project would not result in a significant increase in the use of hazardous materials on the site, and would not result in a significant hazard to the public or environment through the routine use and handling of hazardous materials provided that proper handling procedures are followed.

While the College is not known to produce radiological hazards, any biological or chemical materials handled by the College in fulfillment of its educational mission are subject to federal, state, and local regulations, and will continue to be handled accordingly as the College expands.

Operation of the new secondary access road will not involve the use of hazardous materials. It is possible that vehicles may use the new access road to transport small amounts of hazardous materials used in the routine maintenance and operation of College facilities. The movement of such materials would be governed by state and federal law and consequently would not pose a significant hazard or impact to the environment.

2009 MASTER PLAN IMPACTS

Impacts to hazardous materials under the 2009 Master Plan would be similar to those described in the 2005 FEIR. It is not expected that the waste clarifiers, USTs, and buildings where hazardous materials are stored for routine use or maintenance would pose a significant hazard during construction on or near these sites. Mitigation included in the 2005 FEIR would continue to apply to the 2009 Master Plan.

As most of the existing campus buildings were constructed between the early 1970s and the 1980s, a potential exists for ACMs and lead-based paints to be present within the buildings. Damaged ACMs could pose a potential threat to building occupants, as well as to construction workers during demolition or renovation work, if the material becomes airborne. Similar to as described in the 2005 FEIR, this is a potentially significant but mitigable impact.

The campus is located immediately south and west of the active Baldwin Hills oil fields. As indicated in the 2005 FEIR, there is a low to moderate possibility that oil field gas (commonly methane) and VOCs have migrated beneath the project area from the adjacent oil fields. If encountered or exposed during construction, oil field gas or VOCs could pose a hazard to construction workers or other persons in the vicinity of the construction site, a potentially significant impact.

Additionally, heavy metals, biocides, and explosive gases (methane) may be present near wells and/or the associated production or reservoir sumps, which were commonly used as disposal sites for the drilling muds and other debris. If these hazardous materials are encountered or exposed during construction, the impact would be potentially significant.

Operation

Operational impacts would be similar to those anticipated to occur under the 2005 Master Plan. During the operational phase, the proposed project would not involve the use of significant quantities of hazardous materials or emissions above and beyond the current uses that could result in a reasonably foreseeable upset or accident. Therefore, the proposed project would not have the potential to create a significant hazard to the public or environment as a result of the operational activities of the project. Operation of the proposed project would continue to involve the use, disposal, and transport of small quantities of hazardous materials and emissions from routine maintenance and operation of various types of equipment and facilities currently on-site. The proposed project would not result in a significant increase in the use of hazardous materials on the site, and would not result in a significant hazard to the public or environment through the routine use and handling of hazardous materials provided that proper handling procedures are followed.

While the College is not known to produce radiological hazards, any biological or chemical materials handled by the College in fulfillment of its educational mission are subject to federal, state, and local regulations, and will continue to be handled accordingly as the College expands.

Operation of proposed development at the 10100 Jefferson Boulevard could involve the use of hazardous materials. However, a final design of proposed development is yet to be determined.

A Phase 1 ESA conducted by SCS Engineers for the 10100 Jefferson Boulevard property in December 2005 indicated a low likelihood that a recognized environmental condition exists at the property as a result of a known and reported release at the property. However, this closed release represents a historically recognized environmental condition.

A total of 29 operating, shut down, or abandoned oil wells were interpreted to be located at or within 50 feet of the property. These wells may need to be abandoned or re-abandoned in accordance with the Department of Oil, Gas, and Geothermal requirements. There is a likelihood that the soil has been impacted and that an associated recognized environmental condition exists at the property.

There is a potential for releases of “constituents of concern” to soil in these well head vaults resulting in a recognized environmental condition. As extensive soil staining was observed at the property, there is a high likelihood that the soil has been impacted and that an associated recognized environmental condition exists at the site. There is also a potential that “constituents of concern” are present in the pavement and possibly the soil beneath the pavement resulting a recognized environmental condition.

A drainage pond was observed in the southern portion of the 10100 Jefferson site. Based on the interpretive use of the drainage pond, there is a moderate to high likelihood that a recognized environmental condition exists. Additionally, there is a moderate to high likelihood that “constituents of concern” associated with petroleum production, processing and storage are present. There is a potential that unidentified historical underground structures are present at the property.

As previously stated, there are no plans to develop the 10100 Jefferson site other than the completed secondary access road. The mitigation set forth in this section would ensure that impacts would remain less than significant.

MITIGATION MEASURES

HM-1: Soil sampling and analysis shall be performed to determine the extent of potential contamination beneath all USTs, clarifiers, elevator shafts, and subsurface hydraulic lift structures when on-site demolition or construction activities would affect a particular structure. This could eliminate construction delays associated with the unexpected discovery of contaminated soil. An adequate number of soil samples shall be collected and analyzed for those compounds that were

stored in each structure.

HM-2: Prior to construction of proposed Master Plan projects, the College shall obtain a satisfactory closure letter from all appropriate public agencies for those hazardous chemicals and hazardous waste storage areas on the campus that have been identified as areas of concern by regulatory agencies.

HM-3: Prior to renovation or demolition activities, all related asbestos survey and abatement documents shall be reviewed and, if necessary, complete asbestos and lead-paint surveys shall be performed. All asbestos-containing materials and lead-based paint shall be removed in accordance with all applicable local, state, and federal regulations.

HM-4: Soil gas sampling and testing shall be performed in and around several buildings within the southern central portion of the property due to the presence of Vickers 2, #18. In addition, a soil gas survey shall be conducted in all subterranean basements, tunnels, or other subsurface structures throughout the school. Select soil gas samples shall be pre-screened in the field with an organic vapor analyzer and then tested for methane, an odorless explosive gas. Approximately 20–30 borings (5- to 15- foot bgs) and sampling points shall be completed throughout the campus. In addition, air samples shall be collected from all tunnels and basements, if present, after the structures have been isolated for several days.

HM-5 If additional abandoned oil wells are located on-site, each well shall be uncovered and inspected for proper abandonment. Soil samples shall be collected around the well and reservoir, if any, and tested for total recoverable petroleum hydrocarbons, heavy metals, cyanides, and VOCs. The well shall then be re-abandoned, if necessary. Methane gas and VOC surveys of any subsurface structures (i.e., tunnels or basements) beneath the property site shall also be conducted if the presence of abandoned wells is identified.

HM-6: If contaminated soil or air exceeding regulatory limits is encountered as result of HM- 1, HM-4, or HM-5 above, a remediation plan shall be developed in consultation with the appropriate regulatory authorities, including DTSC and RWQCB. Remediation identified shall be completed.

HM-7: To assess the possible presence of “constituents of concern” in the surface water, water samples shall be collected from the drainage pond, and soil and soil vapor samples in the vicinity of the oil wells, wellhead vaults, former sumps, and former petroleum processing, storage, and handling facility. The soil samples shall be analyzed for diesel and heavy oil, SVOCs and the soil vapor samples shall be analyzed for SVOCs and methane. Clean up shall be undertaken in accordance with applicable regulations and signed off by DTSC.

HM-8: All hazardous waste shall be stored and ultimately disposed of in a lawful manner and through appropriate procedures that do not create a hazard to the public or the environment. All

chemicals used on campus shall be properly stored in labeled containers.

HM-9: Each clarifier shall be regularly inspected (on a yearly basis or when the solids are pumped, whichever is more frequent) for cracks. If the interior lining of the clarifier is degraded or there is an indication that the clarifier is leaking or could have leaked, then an environmental assessment may be warranted around the clarifier. All clarifiers shall be cleaned and resealed if there is visual evidence of cracks or degradation of the interior concrete lining.

3.11 HYDROLOGY AND WATER QUALITY

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on hydrology resources including potential adverse effects on drainage, groundwater supplies, flood hazards and runoff.

SETTING

Physical Setting

The project site is located within the Los Angeles Basin, which lies within a climatic zone characterized by seasonal rainfall, predominantly during the winter months. Precipitation can vary from year to year, but on average the Los Angeles Basin receives 10 to 11 inches of rainfall. In the spring, summer, and fall seasons there is typically no more than a trace amount of precipitation. Snowmelt from mountains in the Angeles National Forest and the San Gabriel and San Bernardino Mountains contribute to recharging of the basin's groundwater and replenish the numerous reservoirs built to hold the seasonal runoff.

Surface waters that drain the surrounding mountains and the upper basin range from small creeks to large rivers such as the Los Angeles and the San Gabriel Rivers. Historically, the major rivers of the basin were prone to flooding, causing damage to towns built nearby. To control the flooding, the United States Army Corps of Engineers (ACOE) channelized the Los Angeles River in 1938, which set in motion the channelization of many of its larger tributaries. Today, most of the surface waters of Los Angeles County are either fully channelized or controlled by some flood control measure.

Surface Water Resources

The project site, including the campus and the 10100 Jefferson Boulevard property, is located in the Ballona Creek Watershed. As stated in the 2005 FEIR, Ballona Creek is a 9-mile flood protection channel which drains a portion of the Los Angeles basin, from the Santa Monica Mountains to the north, the Harbor Freeway (I-110) to the east, and the Baldwin Hills to the south. The Ballona Creek Watershed totals about 130 square miles and is comprised of all or parts of the cities of Beverly Hills, Culver City, Inglewood, Los Angeles, Santa Monica, West Hollywood, and unincorporated Los Angeles County. Storm water from the project site is conveyed through the existing storm drainage system into Ballona Creek, which discharges into Santa Monica Bay.

Water quality within the Ballona Creek Watershed can be affected by a number of point and non-point sources including surface water runoff, septic system seepage, and effluent discharges. Point sources and non-point sources contribute elevated nitrogen levels. Ballona Creek is perennial and the Los Angeles RWQCB Basin Plan identifies the Ballona Creek Watershed as an impaired water body. This identification is made by the Los Angeles RWQCB due to either the potential for long-

term loss of the designated beneficial use, short-term impairment of the designated beneficial use, or general degradation of water quality. As described in the 2005 FEIR, the impairments identified are cadmium, ChemA, copper, pesticides (dissolved DDT, Dieldrin, and Chlordane), tributyltin (TBT), enteric viruses, high coliform count, lead, dissolved PCBs, pH, sediment toxicity, total selenium, arsenic, silver, water column toxicity, dissolved zinc, exotic vegetation, habitat alterations, hydro-modification, reduced tidal flushing, and trash.

As described in the 2005 FEIR, the Basin Plan for the Los Angeles Region defines existing and potential beneficial uses for Ballona Creek, the Ballona Creek Estuary, and the Ballona Wetlands.

Groundwater Resources

Groundwater resources are the result of water percolation through the soil layer. Water will continue to permeate through the soil until it meets an impervious surface such as clay or bedrock. The rate of percolation depends on the soil structure. Clayey soils and those with high organic compositions tend to pond or saturate with minimal levels of precipitation. Sandy coarse-grained soils percolate water quickly and, consequently, provide little filtration. Groundwater resources, or aquifers, can be independent structures divided from other aquifers by faults or fissures generally created by seismic activity. Aquifers are formed by percolation of natural rainfall and seepage from rivers and washes, but modern levels of water extraction can lead to groundwater overdraft. Urban areas artificially recharge aquifers to maintain water quality, reduce risk of subsidence, and preserve emergency water sources.

Groundwater of this area, and in the alluvial formations, is within intra-granular pore space. The younger alluvium is near-horizontally bedded and very thin (likely less than 25 feet) and therefore is not a typical “groundwater aquifer,” in that it possesses very little water holding capacity typical of the deep alluvium layer throughout the greater Los Angeles Basin. This shallowness of the alluvial layer is due to the protruding bedrock that comprises the Baldwin Hills. Groundwater is present in the alluvium beneath the site and beneath Ballona Creek. This area is within the Ballona Aquifer (Gap) portion of the Santa Monica Groundwater Basin. The alluvium may be near saturation during and after wet seasons. As stated in the 2005 FEIR, there is liquefaction potential for a small portion of the site.

The 2005 FEIR states that historic high groundwater levels appear to be greater than 40 feet deep across most of the site. As stated in the 2005 FEIR Converse Consultants West indicated that water was at 72 feet below the ground at Freshman Drive and Stocker Street in 1972. Groundwater movement within the alluvium and in porous bedrock would be to the west toward Ballona Creek. Shallow, perched water zones may be associated with faults in bedrock along the second access road alternative routes. Groundwater quality at the site and in the vicinity of the Baldwin Hills is not known from general sources, and no site-specific groundwater quality information is known for the alluvium or bedrock formations within or around the site.

Local Drainage

The primary drainage course that captures storm water flow at the project site is Ballona Creek, which is located about 1,000 feet down slope from the entrance to the campus. Surface drainage from the campus flows into two storm drains: (1) a 21- to 41- inch reinforced concrete pipe (RCP) along Sophomore Drive and (2) a 42- to 60-inch RCP and trapezoidal channel along Freshman Drive. This on-site storm water drainage system connects with the LACDPW main drainage system underground near the existing entrance to the campus. Storm water is conveyed away from the campus in the LACDPW main drainage system and is discharged into Ballona Creek to the west, which flows into Santa Monica Bay.

Flooding

The Federal Emergency Management Agency (FEMA) prepares Flood Insurance Rate Maps (“FIRM”), or local flood control agencies (e.g., LACDPW) create their own floodplain maps. According to the FIRM Community-Panel 065043-0910-B map, the site is located in Zone C, which is “areas of minimal flooding” which means the project site lies outside the 100- year floodplain. The 10100 Jefferson Boulevard property is also located outside a 100-year floodplain zone.¹

Regulatory Setting

Federal and State

The federal Clean Water Act (CWA) of 1972 is the principal statute governing water quality. The federal CWA established the basic framework for regulating discharges of pollutants into the waters of the U.S. As defined in the CWA, "waters of the United States" applies only to surface waters, rivers, lakes, estuaries, coastal waters, and wetlands.

California’s primary statute governing water quality and water pollution issues is the Porter-Cologne Water Quality Control Act of 1970. The Porter-Cologne Act grants the State Water Resources Control Board (SWRCB) and Regional Water Quality Control Boards (RWQCBs) broad powers to protect water quality and is the primary vehicle for implementation of California’s responsibilities under the federal CWA.

Under the Porter-Cologne Act, the SWRCB and the nine RWQCBs have the authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous wastes and other pollutants. Water quality control plans in the College project area adopted under the Porter Cologne

¹ http://www.culvercity.org/it/maps/Map07_NaturalHazards.pdf Website was accessed August 10, 2009.

Act include the Los Angeles RWQCB's Water Quality Control Plan - Basin Plan for the Coastal Watersheds of Los Angeles and Ventura *Counties* and the *Watershed Management Initiative* (WMI). The Basin Plan designates beneficial uses in the basin, establishes water quality objectives, contains programs of implementation needed for achieving water quality objectives, and references the plans and policies adopted by the SWRCB. The WMI is an effort by the SWRCB and nine RWQCBs to integrate both surface and ground water regulatory programs, and to promote cooperative, collaborative efforts at the watershed level. The Los Angeles RWQCB's chapter of the WMI outlines water quality priorities and watershed management strategies for the Los Angeles River Watershed, in which the Ballona Creek Watershed is nested.

The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil/petroleum products. Under the Porter-Cologne Act (California Water Code, Division 7), any person proposing to discharge wastes that could affect the quality of "waters of the state" is required to file a Report of Waste Discharge to the appropriate RWQCB.

National Pollutant Discharge Elimination System

As authorized by the federal CWA, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The EPA has oversight of the NPDES program, but almost every state in the union is granted authority to administer the program at the state level. In California, the SWRCB and nine RWQCBs establish best management practices (BMPs) that must be implemented in order to be in compliance with the NPDES program before a discharge permit is granted. Several permits are issued by the RWQCBs to cover various discharges; they include general permits and three types of storm water permits: industrial, construction, and municipal. Municipal storm water permits are also referred to as MS4 permits because they address discharges of storm water and urban runoff from municipal separate storm sewer systems (MS4). MS4 permits, come in two variations: large and small.

Storm water management during construction activities on campus would be permitted under the statewide NPDES General Permit for Storm Water Discharges Associated with Construction Activity. Under this program, construction activities that would result in earth disturbance of 1 or more acres are required to file a Notice of Intent (NOI) to obtain a General Construction Permit.

Along with the NOI, the applicant is required to develop a Storm Water Pollution Prevention Plan (SWPPP), which identifies a range of structural and non-structural BMPs to control and manage storm water runoff from the project site. The management of storm water runoff must be implemented at a construction site before initiation of construction activities and throughout the construction phase. Construction phase BMPs, which are generally temporary in nature, are primarily geared to control runoff and erosion impacts from the construction sites.

Small Municipal Separate Storm Sewer System NPDES Permit

The State Water Resources Control Board (SWRCB) is considering adopting a Small Municipal Separate Storm Sewer System NPDES Permit (Small MS4 Permit). The large and small MS4 permits pertain to the population of the municipality. The large permit, Phase I, applies to municipalities with a population of 100,000 persons or more. The small permit, Phase II, apply to municipalities requirements. The Small MS4 Permit imposes requirements on construction site storm water runoff controls that are very similar to those imposed by the Los Angeles County Large MS4 Permit and the General Construction NPDES Permit.

Total Maximum Daily Loads

Section 303(d) of the federal CWA requires states to develop a list of “impaired” water bodies that may require additional protection (beyond traditional short-term and long-term controls) to ensure established water quality standards are achieved and maintained. This list also identifies the pollutants for which the water bodies/reaches are impaired. For these impaired water bodies, the state is required to develop appropriate total maximum daily loads (TMDLs). TMDLs are the sum of the individual pollutant load allocations for point sources, non-point sources, and natural background conditions, with an appropriate margin of safety, for a designated water body. The federal EPA oversees the 303(d) program, and either the EPA or the SWRCB establishes the TMDL schedule for individual constituents.

Local

The project site lies within the County of Los Angeles Public Works Department jurisdiction for approvals and permitting relating to flood control and associated infrastructure. Therefore, the County of Los Angeles is the permitting agency for the proposed project. The County discharges or contributes to discharges of storm water and urban runoff from municipal separate storm sewer systems, also called storm drain systems. The discharges, which flow into receiving waters of the Los Angeles region, are covered under countywide waste discharge requirements. Each permittee must incorporate into its CEQA process procedures for considering potential storm water quality impacts and providing for appropriate mitigation when preparing and reviewing CEQA documents.

As a requirement of the NPDES Permit, the County of Los Angeles has a Development Planning Program. A part of this program is the Standard Urban Stormwater Mitigation Plan (SUSMP). The SUSMP outlines the necessary BMPs that must be incorporated into a project’s design plans.

Under the statewide General Construction NPDES Permit, the project proponent, the College, must submit a NOI to the SWRCB prior to commencement of construction activities. In addition, a SWPPP must be prepared and implemented at the project site, and revised as necessary as administrative or physical conditions change.

The SWPPP will include BMPs that address source reduction and provide measures and controls necessary to mitigate potential pollutant sources. The SWPPP will be available to the public under Section 308(b) of the CWA and will be made available to SWRCB upon request.

Required elements of the SWPPP include:

- a site description addressing the elements and characteristics specific to the site;
- descriptions of BMPs for erosion and sediment controls;
- BMPs for construction waste handling and disposal;
- implementation of approved local plans;
- proposed post-construction controls, including a description of local post-construction erosion and sediment control requirements; and
- non-stormwater management.

Recommended BMPs for the construction phase include: proper stockpiling and disposal of demolition debris, concrete, and soil; protecting existing storm drain inlets; stabilizing disturbed areas; erosion control; proper management of construction materials; waste management; aggressive litter control; and sediment controls.

2005 FEIR IMPACT ANALYSIS

Thresholds

For the purposes of the 2005 FEIR and in accordance with Appendix G of the State CEQA Guidelines, the proposed project would have a significant effect on hydrology or water quality if it:

- violates any water quality standards or waste discharge requirements, or otherwise substantially degrades water quality;
- substantially depletes groundwater supplies, or interferes with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table;
- violates any water quality standards or waste discharge requirements, or otherwise substantially degrades water quality.
- substantially alters the existing drainage pattern of the site or area, or creates or contributes to runoff water that would exceed the capacity of the existing or planned storm water drainage systems that provides additional substantial sources of polluted runoff.
- increases surface runoff that results in flooding on-site or off-site;
- places housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard

- Boundary or Flood Insurance Rate Map or other flood delineation map;
– places structures within a 100-year flood hazard area that would impede or redirect flow, or exposes people or structures to a significant risk or loss, including injury or death, involving flooding.

Construction

Surface Waters

The proposed project (2005 Master Plan) would include construction of new on-campus buildings totaling approximately 352,000 gross square feet as well as new athletic fields, parking lots, and internal circulation improvements. In addition, construction of the new second access road approximately 3,000 feet in length and encompassing approximately 3 to 4 acres of land was proposed (and has recently been completed) to connect the campus with Jefferson Boulevard to the northwest. Construction activities include grading, fill exportation/moving, and laying asphalt. All of these activities, individually and cumulatively, could adversely affect the water quality of nearby surface waters, i.e., Ballona Creek. Grading and earth moving activities could result in water or wind erosion of exposed soils and discharge of sediments/soils into Ballona Creek via the local storm drain system. Construction sites could also result in the discharge of petrochemicals from construction equipment.

To address these potential impacts, the College is required to develop a SWPPP for all proposed construction that involves earth moving activities of 1 acre or more in compliance with NPDES General Construction Permit requirements. The SWPPP also is required to identify several construction activities, such as asphalt laying, that are not to be performed during storm events in order to minimize any possible contamination of stormwater runoff from petroleum-based roadway materials. Application of these approved BMPs would ensure that construction water quality impacts on surface waters would be less than significant.

Groundwater

Water used to construct proposed Master Plan facilities and improvements would be obtained from the local water purveyor and not from local groundwater supplies. Thus, construction would not substantially deplete groundwater supplies. Any potential adverse impacts to groundwater quality would be reduced to a less than significant level with implementation of BMPs identified in the SWPPP, which would be developed by the project proponent to comply with NPDES General Construction Permit requirements.

Drainage

Since the College campus consists of a series of man-made terraces that were constructed to

accommodate existing and future facilities, significant changes to the topography of the campus and drainage patterns are not anticipated. During construction, changes to local drainage patterns due to earthmoving activities, stockpiling of soil, and/or removal and replacement of existing storm drains to construct new Master Plan facilities would be minor and would result in temporary impacts. Implementation of BMPs would also help ensure potential impacts on the storm drain system during construction would be minimized. In the area of the proposed second access road alignment off-campus, more substantial grading and earthmoving activities were required. Design of the new road followed existing topographic contours to the greatest extent possible in order to minimize the amount of earth moving and roadwork expense. Approximately 35,600 cubic yards of cut and 13,800 cubic yards of fill were required for the secondary access roadway. The new roadway skirts the foothills to the northeast, with grades of up to 6.0 percent along portions of the alignment. However, major changes to the general direction of surface flow (which is roughly in a northeast-southwest direction) along the foothills have not been substantially altered. Construction of the second access road required a new storm drainage system in compliance with LACDPW regulations.

Flood Hazards

According to FEMA floodplain maps, the project site is located in Zone C, which is “areas of minimal flooding.” Therefore, the project site lies outside the 100-year floodplain. Similarly, the 10100 Jefferson Boulevard property lies outside of a 100-year floodplain zone. No impact related to flooding is expected to occur.

Operation

Surface Waters

Construction of proposed Master Plan facilities would increase the amount of impervious surfaces in the study area by up to approximately 9 acres. The increase in impervious surfaces would increase storm water runoff from the campus. Storm water runoff from roadways and parking lots can have a toxic mix of motor-vehicle-related detritus composed of petrochemicals, asbestos (brake pads), antifreeze, and other unknown constituents that may have leaked from vehicles. Project structures can also collect dust, organic debris, and trash that can be carried by stormwater into local drains discharging into Ballona Creek.

To reduce potential water quality impacts to surface waters, the College would implement BMPs to comply with SUSMP requirements that may be imposed on the College. Accordingly, proposed facilities and improvements would comply with the SUSMP design guidelines to reduce polluted runoff from new parking lots and impervious surfaces.

In compliance with these guidelines, the College would implement BMPs outlined in the California Storm Water Best Management Practices Handbooks (1993) produced by the LACDPW. All

redevelopment would also be subject to BMPs as required by the SUSMP. Implementation of suggested BMPs for both the new parking lots/structures and the increased redevelopment surfaces would minimize the amount of polluted storm water to the maximum extent practicable. This would bring the proposed facilities and improvements into compliance with any storm water requirements imposed by any of the permittees covered by the Los Angeles Large MS4 Permit.

In addition, because Ballona Creek, which is a 303(d) listed impaired water body, is the receiving water for storm water runoff from the campus, design measures required to treat polluted storm water from the campus would also need to comply with the RWQCB trash, nitrogen, and coliform TMDLs. Adherence to all applicable permits in the operational phase and implementation of required BMPs to treat runoff to remove pollutants to the greatest extent possible would ensure that impacts to surface waters would be less than significant.

Groundwater

Operation of the proposed on-campus facilities and improvements would not deplete local groundwater supplies because no groundwater wells would be installed or pumped as part of the proposed project. Construction of the proposed Master Plan projects including the new access road would increase the amount of impervious surfaces in the study area by approximately 9 acres. This incremental increase in impervious surfaces would occur in an area that is largely developed. In addition, no substantial changes to drainage patterns are anticipated and stormwater runoff from the campus and the new access road would continue to flow via local storm drains to Ballona Creek to the west. Thus, the proposed project would not substantially interfere with groundwater recharge nor would it result in a net deficit in aquifer volume or a lowering of the water table. Adherence to all applicable permits in the operational phase and implementation of required BMPs to treat runoff to remove pollutants to the greatest extent possible would ensure that water quality impacts on local groundwater would be less than significant.

Drainage

The hydrological calculations conducted for the site indicated the need for an on-site storm drain system, in conjunction with on-site detention structures, to accommodate potential post-construction storm water loadings into the existing storm drainage system, which would then protect the campus and adjacent areas from flooding. According to the findings of the hydrological study, the proposed project's 25-year storm flow rate is higher than the allowable flow rate for the existing storm drainage system and requires a total on-site storm water detention of 5,837 cubic feet.

To reduce the 25-year storm flow rate level to an allowable level, the College plans to retain a portion of the storm water on-site by using the proposed new sports field as a retention basin. The west and southern portions of the field would be slightly elevated to retain surface flows. In addition, the sports field would also contain a discharge area that would lead directly to the LACDPW

drainage ditch along Freshman Drive and a vegetated swale at the south side of the field to convey surface flows into the storm drainage system. With incorporation of the proposed sports field retention basin, operation of the proposed facilities and improvements would not create or contribute to runoff water that would exceed the capacity of the existing or planned storm water drainage systems. Therefore, operation of the proposed facilities and improvements would not have a significant impact on storm water drainage system capacity.

Flood Hazards

The site is located in Zone C, which is “areas of minimal flooding.” In other words, the project lies outside the 100-year floodplain. Therefore, operation of the proposed facilities and improvements would not result in a significant/adverse impact.

2009 MASTER PLAN IMPACTS

The 2009 Master Plan would make minor campus circulation changes (increasing the pedestrian orientation of the center of campus) and would add approximately 59,356 square feet of development as compared to what was analyzed in the 2005 FEIR. Demolition and construction would occur on the Campus. Additionally, the 9-acre property located at 10100 Jefferson Boulevard would be included in the Master Plan, although other than the recently completed secondary access road no other changes are currently proposed on that site. The 10100 Jefferson Boulevard site contains structures, oil-related facilities and vacant lands that are currently used as a staging area for construction. Possible uses currently under consideration for this site are college-related facilities, including training classrooms, alternative energy equipment and solar arrays. However, nothing is proposed at this time, and additional environmental review will be required once the plans for this site are identified.

Construction

Surface Water

Impacts to hydrology anticipated to occur on the campus under the proposed 2009 Master Plan would be similar to those identified in the 2005 FEIR. The 2009 Master Plan revisions would include an additional 62,356 square feet of development compared to the approximately 352,000 square feet of developed analyzed in the 2005 FEIR. While development of the 10100 Jefferson Boulevard site is not anticipated in the 2009 Master Plan, construction on that site could impact surface water. Application of approved BMPs described in the 2005 FEIR would ensure that construction water quality impacts on surface waters on the campus and the 10100 Jefferson Boulevard site would be less than significant.

Groundwater

Impacts anticipated to occur would be similar to impacts anticipated under the 2005 FEIR. Water used to construct proposed facilities and improvements at the campus and on the 10100 Jefferson Boulevard property would be obtained from the local water purveyor and not from local groundwater supplies. Thus, construction would not substantially deplete groundwater supplies. Any potential adverse impacts to groundwater quality would be reduced to a less than significant level with implementation of BMPs identified in the SWPPP, which would be developed by the project proponent to comply with NPDES General Construction Permit requirements.

Drainage

Construction impacts would be similar to those anticipated under the 2005 FEIR. During construction, changes to local drainage patterns due to earthmoving activities, stockpiling of soil, and/or removal and replacement of existing storm drains to construct the new Master Plan facilities on the College campus and at the 10100 Jefferson Boulevard property would be minor and temporary impacts. Implementation of BMPs would also help ensure potential impacts on the storm drain system during construction would be minimized.

Flood Hazards

The project site lies outside the 100-year floodplain. No impacts related to the construction of the proposed facilities and improvements are anticipated.

Operation

Surface Waters

Construction of proposed Master Plan facilities would increase the amount of impervious surfaces. Similar to the 2005 FEIR, to reduce potential water quality impacts to surface waters, the College would implement BMPs to comply with SUSMP requirements that may be imposed on the College. Accordingly, proposed facilities and improvements would comply with the SUSMP design guidelines to reduce polluted runoff from new parking lots and impervious surfaces.

Groundwater

Operation of the proposed on-campus facilities and improvements would not deplete local groundwater supplies because no groundwater wells would be installed or pumped as part of the proposed project. Adherence to all applicable permits in the operational phase and implementation of required BMPs to treat runoff to remove pollutants to the greatest extent possible would ensure that water quality impacts on local groundwater would be less than significant.

Drainage

Operation of the proposed facilities and improvements would not have a significant impact on storm water drainage system capacity. Mitigation measures included in the 2005 FEIR and the additional measure added in this Supplemental EIR would also mitigate impacts related to drainage under the proposed 2009 Master Plan.

Flood Hazards

The project site (both the College campus and the 10100 Jefferson Boulevard property) lies outside the 100-year floodplain. No impacts related to the operation of the proposed facilities and improvements are anticipated.

Summary

In summary, construction and operational impacts of the 2009 Master Plan on hydrological resources would be similar to impacts discussed in the 2005 FEIR. The 2005 FEIR only contemplated construction of the secondary access road on the 10100 Jefferson Boulevard site, and the 2009 Master Plan does not identify any additional construction; nonetheless, an additional mitigation measure concerning potential development at the 10100 Jefferson Boulevard site is added below to ensure that any potential impacts are mitigated to a level of less than significance. Finally, as a result of the addition of a softball field and the reconfiguration of the proposed sports fields, a new measure is added to ensure sufficient stormwater detention.

APPLICABLE MITIGATION MEASURES FROM 2005 FEIR

The following mitigation measures included in the 2005 FEIR would also reduce impacts anticipated under the proposed 2009 Master Plan.

To minimize polluted runoff, the College would develop Storm Water Pollution Prevention Plan (SWPPP) guidelines for all proposed construction that involve earth moving activities of 1 acre or more.

SW-1: In accordance with the NPDES permit requirements, a SWPPP shall be developed for the proposed Master Plan construction projects. The SWPPP shall identify BMPs, which could include:

- temporary soil stabilization: sandbag barriers, straw bale barriers, sediment traps, and fiber rolls;
- temporary sediment control: hydraulic mulch, hydroseeding, and geotextiles;
- wind erosion control: portable water and straw mulch;
- tracking control: street sweeping and entrance/outlet tire washing;

- non-stormwater management: clear water diversion and dewatering; and
- waste management and materials pollution control: vehicle and equipment cleaning, concrete waste management, and contaminated soil management.

To reduce potential water quality impacts to surface waters, the College would implement BMPs to comply with Standard Urban Storm Water Mitigation Plan (SUSMP) requirements that may be imposed on the College by the relevant permittees under the Los Angeles Large MS4 Permit.

SW-2: As may be required under the Los Angeles Large MS4 Permit, a SUSMP shall be developed for the proposed Master Plan projects. Proposed facilities and improvements shall comply with the following SUSMP design guidelines to reduce polluted runoff from new parking lots and impervious surfaces:

- reduce impervious land coverage of parking area;
- filter runoff before it reaches the storm drain system;
- treat runoff before it reaches the storm drain system; and
- ensure adequate operation and maintenance of treatment systems, particularly sludge and oil removal.

In compliance with the SUSMP design guidelines, BMPs identified in the California Storm Water Best Management Practices Handbooks produced by the LACDPW shall be implemented. All redevelopment shall also be subject to BMPs as required by the SUSMP. Examples of BMPs include use of oil/water separators, infiltration basins, catch basins, and vegetated swales and strips.

3.12 LAND USE AND PLANNING

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on land uses. The impacts analyzed included whether the implementation of the 2005 Master Plan would divide an established community, or conflict with the applicable land use plans and policies.

SETTING

The project site is located on the western edge of the Baldwin Hills, immediately east of Culver City, in Los Angeles County. The College encompasses a total land area of about 72 acres and is located northeast of Overland Avenue, with the nearest large cross street, Jefferson Boulevard, to the east.

Existing land uses on the West Los Angeles College's (College or WLAC) campus include educational and administration facilities, surface parking lots, athletic fields and sports facilities, and open space. Land use on the campus is strongly affected by its location at the base of the western side of the Baldwin Hills, on a gently sloping alluvial fan surface. Natural topography generally splits the College in half on a north-south axis. The eastern edge of the College, near Sophomore Drive, is at about 180 feet elevation, which drops quickly to 100 feet along B Street in the center of the campus. From B Street west, elevation declines more gently, with the western edge of the campus at about 60 feet.

As stated in the 2005 FEIR, when the College was originally built, grading created a series of cut and fill pads that step down in elevation from east to west, particularly on the more steeply sloping east side of the campus. A majority of the College's educational buildings are located on cut and fill pads on the eastern half of the campus. Some of the cut and fill pads that are not occupied by buildings are used for parking lots. A football field and running track, physical education building, baseball diamond, and tennis and basketball courts, and the existing child care facility are located on the western half of the campus.

The College is bordered on the south by an electric power- line easement running parallel to Stocker Street and single- family residences. Multi-family residential developments border the College to the west. Both of these residential areas are located in the City of Culver City. The northern and eastern sides of the College are bordered by the Baldwin Hills oil fields.

Access to the College's road system is from Overland Avenue. A second access road crossing an open area to the north of the existing campus, accessing Jefferson Boulevard is nearing completion. Land use in this area consists of vacant lots, a fenced compound, and a few small industrial and commercial businesses. Parcels within this area are privately owned oil field parcels and privately owned lots near Jefferson Boulevard, including one lot owned by the City of Los Angeles.

Internally, the College is bounded by paved perimeter roads, Stocker Street to the south, Freshman Drive to the west, and Sophomore Drive to the north and east. Sophomore Drive is immediately adjacent to the Baldwin Hills and the Baldwin Hills oil fields. Streets within these perimeter roads include Albert Vera Street, and B, C, D, E, and F Streets.

The Baldwin Hills, north and east of the College, is an approximately a two square mile area and is considered the largest remaining “open space” within urban Los Angeles County. Its topography is characterized by ridgelines and steep canyons. Much of this area has been and continues to be used for oil production.

The Baldwin Hills also includes about 450 acres of parkland providing active and passive recreational facilities. These parks are the Kenneth Hahn State Recreational Area (319 acres), Vista Pacifica Scenic Site (68 acres), Norman O. Houston Park (4 acres), Ladera Ball Fields (31 acres), and Culver City Park (30 acres). As described further below under Land Use Plans, Policy and Zoning, the State of California Resources Agency has prepared a Master Plan for future development of the Baldwin Hills area as a regional park.

There are more than 30 different public agencies involved in the Baldwin Hills. Those with primary responsibility for the Baldwin Hills include the following:

- California Department of Parks and Recreation;
- Los Angeles County Department of Parks and Recreation;
- Baldwin Hills Conservancy;
- County of Los Angeles;
- Baldwin Hills Regional Conservation Authority; and

The California State Coastal Conservancy also has a role in the Baldwin Hills because of the Ballona Creek watershed. Much of the land in public ownership is owned by the State of California and managed by the County of Los Angeles under a long-term operating agreement. California State Parks manages the Kenneth Hahn State Recreational Area and Vista Pacifica Scenic Site, while the County manages the Ladera Ball Fields. All of these agencies were involved in the planning process for the Baldwin Hills Park Master Plan, as were many cities park, human services, public works, transportation, public safety and law enforcement agencies that have jurisdiction within the area.

The 9-acre 10100 Jefferson Boulevard site (10100 Jefferson site) is occupied by surface parking and in 2009 is occupied by portable buildings that house the construction management team for the Master Plan, oil-related facilities and vacant land. The 10100 Jefferson site is located within the City of Culver City; whereas, the College's main campus is located in unincorporated Los Angeles County.

The College's main campus is located within two County of Los Angeles zoning designations, R-1,

Single Family Residential, and A2, Agricultural.¹ The northwest portion of the site is located in the A-2 zone; the remainder of the campus lies within the R-1 zone. The Los Angeles County General Plan designates the College as P, Public and Semi-Public Facilities.

Additionally, the College falls within the City of Culver City's "sphere of influence," as established by the Los Angeles County Local Agency Formation Commission. The sphere of influence is considered to be within the Culver City General Plan for purposes of addressing land use compatibility, coordinating land use policy with adjacent jurisdictions, and proposing land use policy for areas of potential annexation.

The Culver City General Plan designates the campus as open space with school overlay.²

The 10100 Jefferson Boulevard property is designated Industrial and located within the special studies area of Blair Hills/Baldwin Hills.³ This property is zoned IG- Industrial General.⁴ The IG zoning district is applied to areas appropriate for a wider variety of industrial uses including outdoor activities, but not heavy industrial uses.

Applicable Plans and Policies

Regional Comprehensive Plan and Guide and Regional Transportation Plan, Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a Joint Powers Agency established under California Government Code Section 6502 et seq. Designated by the federal government as the region's Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA), it is mandated to prepare and periodically update a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). In order to obtain federal and state funding, actions by local transportation agencies must be consistent with an adopted RTP that is in conformance with air quality requirements.

The SCAG region encompasses six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. These counties, an area of 38,000 square miles, have a combined population of approximately 16.5 million. For planning purposes this area is divided into 14 sub-regions. The project site is located within the City of Los Angeles' sub-region.

Adopted in 1996, the *Regional Comprehensive Plan and Guide* (RCPG) is SCAG's current policy document that examines the future of the region through the year 2015. Its chapters are divided into

¹ http://planning.lacounty.gov/assets/upl/data/map_z18-ladera-hts-z.pdf. Website was accessed on June 27, 2009.

² http://www.culvercity.org/it/maps/Map05_GeneralPlanLandUse.pdf Website was accessed on June 26, 2009.

³ Ibid. Website was accessed on July 7, 2009

⁴ http://www.culvercity.org/it/maps/Map15_Zoning.pdf. Website was accessed on July 7, 2009.

three categories: core, ancillary, and bridge. The core chapters include: Growth Management, adopted June 1994; Regional Transportation Plan, adopted April 1998; Air Quality, adopted October 1995; Hazardous Waste Management, adopted November 1994; and Water Quality, adopted January 1995; all of which are a result of, and respond directly to, federal and state planning requirements. They constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters consist of both core and ancillary policies. The RTP constitutes the region's transportation plan. The RTP policies are incorporated into the RCPG.

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. These chapters do not, however, contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region. Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG.

The first SCAG RTP, also known as the 1994 Regional Mobility Element which is a component of the RCPG, was adopted by the SCAG Regional Council in June 1994 and was most recently updated in 2004. The major challenges addressed in this update are associated with the issues of the unprecedented demand on the transportation system, the importance of goods movement, passenger aviation, and funding.

In 2008 SCAG prepared an updated Regional Comprehensive Plan (RCP) that provides guidance for sustainable strategies in the region. This document was not formally adopted.

South Coast Air Quality Management Plan

See Section 3.4 Air Quality for a discussion of the 2007 AQMP.

2008 Long-Range Transportation Plan for Los Angeles County

The 2008 LRTP for Los Angeles County was developed by the Los Angeles County Metropolitan Transportation Agency (MTA) to provide a countywide transportation system that meets the needs of Los Angeles through 2030. The MTA utilizes the LRTP process to identify the projects that are submitted to SCAG for inclusion into the RTP. Socioeconomic forecasts adopted by SCAG were utilized to assess where people will live and work. The LRTP recognizes that the nature of land use, the size, population, and the economy in Los Angeles County create a complex commute and travel pattern, thereby requiring a multimodal approach to transportation planning and problem solving. The LRTP addresses these issues as they relate to goods movement and commuting. Modes of transportation in Los Angeles County are vehicle travel on highways and arterials, bikeways, buses,

and rail.

Los Angeles County General Plan

The proposed project is located within unincorporated Los Angeles County. The Los Angeles Planning and Zoning Code (Zoning Code) regulates land use and development throughout the County. It is intended to be the means by which the general land use policies in the various plans are implemented. The Zoning Code identifies the uses that are allowed on parcels within the County, and is required by California law to be consistent with the land use element of the County's general and community plans.

Under state law, buildings and facilities at a community college are generally subject to zoning limitations imposed by Los Angeles County. However, the District may exempt classroom facilities from local zoning control. The College can also apply for a conditional use permit or variance for proposed facilities that do not comply with existing zoning regulations.

Culver City General Plan

As noted above, the 10100 Jefferson Boulevard site is located in the City of Culver City. The College's main campus is located within the City of Culver City's "sphere of influence" as established by LAFCO. The Culver City General Plan addresses land use compatibility, coordinating land use policy with adjacent jurisdictions, and proposing land use policy for areas of potential annexation within the scope of Culver City's "sphere of influence". The Culver City General Plan Land Use Element is designed to achieve the following:

- residential neighborhoods that offer residents the qualities of a peaceful, small-town environment;
- economic vitality that serves the community and protects the quality of life;
- an open space, urban forest, urban design network that links neighborhoods and business, and instills civic pride;
- a community that provides recreational, historical and cultural opportunities, clear and consistent guidance for balanced growth; and
- ample and efficient City services and infrastructure.

Baldwin Hills Park Master Plan

The California Department of Parks and Recreation and Baldwin Hills Conservancy have prepared a conceptual Master Plan for the Baldwin Hills area. The purpose of the Baldwin Hills Park Master Plan is to serve as a guide for future natural open space and parkland acquisition; for improvements, facility development, and habitat restoration within the Baldwin Hills; and for connections to trails, parks, and other public facilities. The area covered by the plan encompasses over 2 square miles

(1,400 acres), which, as described above, represents the largest remaining “open space” within urban Los Angeles County. Of this area, 319 acres already form the Kenneth Hahn State Recreation Area. The Plan envisions preservation and restoration of natural habitat along with the development of active and passive recreational facilities, and educational and cultural facilities.

Kenneth Hahn State Recreation Area General Plan Amendment

The Kenneth Hahn State Recreation Area is made up of two currently non-contiguous areas: 319 acres of parkland east of La Cienega Boulevard, and the 68-acre Vista Pacifica Scenic Site northeast of Culver City. It is anticipated that the majority of the remaining 940 acres of the Baldwin Hills, now primarily used for oil extraction, would be added to this parkland, and would become part of a larger park complex under the “One Big Park” concept outlined in the Baldwin Hills Master Plan. At that time, the 1,400 acres of the resulting park would be immediately adjacent to the College.

2005 FEIR IMPACT ANALYSIS

Sensitive land uses including residential uses and schools are considered most susceptible to the temporary construction impacts associated with the Master Plan. However, with the exception of construction noise impacts on the students at the College and air quality impacts on children attending the child care facility, these were not considered to be potential adverse impacts because they are considered short-term and are commonly experienced in an urban setting such as the project area. As construction activities become protracted, the corresponding impacts would likely be considered more substantial.

Development under the 2005 Master Plan included new and enhanced classrooms and resources, administrative and faculty offices, maintenance and operations facilities, athletic fields and facilities, new open space, and surface parking lots. Surrounding land uses include residential and commercial uses. Development of the Master Plan projects would be compatible with these surrounding uses since the Master Plan proposed to construct new and expanded academic and recreational and athletic facilities that are consistent with and not substantially different from existing facilities on the campus. Additionally, the new and improved facilities would serve and provide benefits to both the campus and surrounding community.

The main campus is situated within both Los Angeles County and Culver City’s Sphere of Influence. Applicable plans and policies include the Master Plan with the Los Angeles County General Plan, the Culver City General Plan, the Culver City Redevelopment Plan, the SCAG Regional Comprehensive Plan and Guide policies and objectives, and the Baldwin Hills Park and the Kenneth Hahn State Recreation Area Master Plans. As described in the 2005 FEIR, the Master Plan would be supportive of, and consistent with, the relevant policies and objectives in the aforementioned plans.

The College falls within two different County of Los Angeles zoning land use designations: R-1,

Single Family Residential; and A-2, Agricultural. The A-2 Zone allows Colleges and Universities, subject to approval of a Conditional Use Permit (Los Angeles County Planning and Zoning Code 22.24.150). The County General Plan designates the College as Public and Semi-Public Facilities.

Accordingly, the Master Plan would not materially conflict with the County General Plan and zoning land uses since (1) it is currently designated for use as a public facility/institution, (2) the campus has been in existence since 1969 as a public facility/institution, and (3) the Master Plan does not propose expansion of the campus outside the current footprint of the campus. Although under state law, buildings and facilities on Los Angeles Community College District's College campuses are generally subject to zoning limitations imposed by the local jurisdiction, in this case the County of Los Angeles, by two-thirds vote of the District's Board of Trustees, the District may elect to exempt classroom facilities from local zoning control. Any new facilities that would not fully comply with current zoning and that are not exempted by the District Board may require a variance, conditional use permit, or zone modification from the County of Los Angeles.

The County does not allow buildings or structure in either of the applicable County zones codes to exceed a height of 35 feet above grade. The proposed new General Class Room, Media Arts Complex (now Watson Center), Student Services/IT High-Tech Classroom (now Teaching Learning Center), and Community Center Buildings, as well as two new parking structures, would be 40 to 72 feet in height above grade (the Teaching learning Center is now proposed to be 135 feet above grade), exceeding the height limit in the zoning code of 35 feet, and would require variances or conditional use permits or an exemption by the Board. Given the location of these structures and their distance from off-campus residential uses, significant impacts to offsite sensitive land uses are not anticipated. Consequently, these structures would not materially conflict with the intent of the zoning code. Additionally, it acknowledged that the facilities proposed under the 2005 Master Plan, with the exception of the second access road, would be located within the campus and would be consistent and compatible with existing academic facilities on the campus.

The 10100 Jefferson Boulevard parcel, through which the secondary access road passes to join Jefferson Boulevard, is located in Culver City and as noted above is zoned IG- Industrial General. This area is identified in the Culver City Redevelopment Plan as Industrial. This designation allows for light industrial and commercial uses and is designed to protect adjacent residential areas, while allowing clean, quiet industry. This zoning designation does not specifically address road use, but the secondary access road is generally consistent with light industrial use.

If the College campus were annexed to the City of Culver City, the College would receive a zoning designation consistent with the City's General Plan. The appropriate zoning designation would allow private schools, colleges and universities, subject to City land use permit approval. In the City of Culver City, private educational institutions are required to obtain a Conditional Use Permit or a special land use permit (such as a Planned Unit Development -- PUD) for project approvals. Under this permit process, development standards (such as building heights, site coverage, and other design

conditions) are determined based on the overall Facilities Master Plan.

The proposed project as described in the 2005 FEIR is generally consistent with existing land use policies and is compatible with existing land uses.

2009 MASTER PLAN IMPACTS

The 2009 Master Plan would add approximately 59,356 square feet of development as compared to what was analyzed in the 2005 FEIR. As under the 2005 Master Plan, demolition and construction would occur across the Campus. Additionally, the 9-acre property located at 10100 Jefferson Boulevard would be added to the Master Plan. This site is currently partially developed with structures, oil related facilities and surface parking. Other than the entrance to the secondary access road, the 2009 Master Plan does not identify potential uses for the 10100 Jefferson Boulevard site.

Building heights of proposed buildings are taller than anticipated in the 2005 FEIR. The 2005 FEIR anticipated heights of 40 feet to 72 feet; the new buildings would range in height from 25 feet (Student Union) to 59 feet 6 inches (Allied Health and Wellness Building) to 135 feet (Teaching Learning Center). The proposed buildings would have the following heights: North Parking Structure 66 feet 10 inches (similar to the recently completed South Parking Structure), Watson Center 64 feet 4 inches (this building would be internal to the campus and would be slightly shorter than other new buildings in the center of campus (Science and Math Building and Student Services Building). The Student Union at 25 feet 2 inches would be shorter than most buildings on campus. The Teaching Learning Center would be about 135 feet tall; it would be about 50 feet taller than the tallest building on campus.

Exceeding the height limit in the zoning code (35 feet), would require variances or conditional use permits or an exemption by the Board. Given the location of these structures and their distance from off-campus residential uses, significant impacts to offsite sensitive land uses are not anticipated. Consequently, these structures would not materially conflict with the intent of the zoning code. Additionally, the facilities proposed under the 2009 Master Plan, are all located within the main campus and would be consistent and compatible with existing academic facilities on the campus.

As noted in the Project Description, the College intends to undertake a feasibility study for the 10100 Jefferson Boulevard site to identify an appropriate use. Possible uses being considered are college-related facilities, including training classrooms, alternative energy equipment and solar arrays. The 9-acre 10100 Jefferson Boulevard site is located northeast of the main campus in close proximity to the Inglewood Oil Field.

Impacts to land use under the 2009 Master Plan would be similar to impacts identified in the 2005 FEIR. Significant impacts to land use are not anticipated. Similar to the 2005 FEIR, the proposed 2009 Master Plan would continue the existing college use and would be compatible with

surrounding uses. Proposed changes between the 2005 Master Plan and 2009 Master Plan would include the construction of new and expanded academic and recreational/athletic facilities that are consistent with and not substantially different from existing facilities on the campus.

As stated above, the 10100 Jefferson Boulevard property is designated Industrial and located within the special studies area of Blair Hills/Baldwin Hills.⁵ This property is zoned IG- Industrial General.⁶ The IG zoning district is applied to areas appropriate for a wider variety of industrial uses including outdoor activities, but not heavy industrial uses.

Land use impacts of the 2009 Master Plan would be similar to those described in the 2005 FEIR. There are no plans for development of the Jefferson site. Once plans for this site are developed, further environmental review will be undertaken on that site, including land use compatibility analyses.

MITIGATION MEASURES

None required.

⁵ Ibid. Accessed July 7, 2009

⁶ http://www.culvercity.org/it/maps/Map15_Zoning.pdf. Website was accessed on July 7, 2009.

3.13 MINERAL RESOURCES

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on mineral resources including the loss of availability of a known mineral resource or the loss of availability of a locally important mineral resource recovery site.

SETTING

The Inglewood Oil Field is located directly to the north and east of the campus, and south and east of the 10100 Jefferson Boulevard site, in the Baldwin Hills. As stated in the 2005 FEIR, the oil field contains approximately 1,200 wells, consisting of 430 active wells, 215 inactive or shut-in wells, and approximately 530 abandoned wells. No active oil or natural gas recovery occurs within the boundaries of the Master Plan area.

The Generalized Aggregate Mineral Resource Zone for the site and immediate vicinity is MRZ-3, which is defined as “areas containing mineral resources the significance of which cannot be evaluated from available data.” According to the 2005 FEIR, the California Division of Mines and Geology has not identified other economically recoverable surface minerals, under the Surface Mining and Reclamation Act 1975, Article 4, Section 2761, at the site.

2005 FEIR IMPACT ANALYSIS

As indicated in the 2005 FEIR, petroleum product extraction wells do not occur on the campus thus on-campus development will not affect the resource. The constructed second access road, analyzed in the 2005 FEIR, crosses oil production lands of the Baldwin Hills Oil Field. The 2005 FEIR identified this as an adverse but less than significant impact since the new roadway would not prevent or preclude oil extraction activities from continuing in the immediate vicinity of the new road. Mitigation measures MR-1 and MR-2 addressed possible disruption of pipelines during construction activities associated with the access road.

The College does not contain areas that are currently utilized or likely to be utilized in the future for surface mining of any minerals. The 2005 FEIR identified petroleum resources, gasoline and diesel, that would be used to operate construction equipment during the construction of the project; however, the amounts to operate this equipment is not sufficient to result in the loss of availability of these resources. Aggregate resources would be used in the manufacture of many of the construction materials used during construction including but not limited to concrete and asphalt. This would be considered minimal and the 2005 project would not utilize aggregate resources in amounts sufficient to result in the loss of availability of these resources.

2009 MASTER PLAN IMPACTS

Currently, the campus does not contain areas that are used or likely to be used for surface mining of any minerals. Under the 2009 Master Plan, the 9-acre 10100 Jefferson Boulevard site would be added to the Master Plan. Similar to the main campus, this site is not used for surface mining, although the site has been used for oil extraction related uses it is not proposed for such uses under the 2009 Master Plan. Under the proposed 2009 Master Plan, possible uses under consideration are college-related facilities, including training classrooms, alternative energy equipment and solar arrays. The 9-acre site is located northeast of the project site in close proximity to the Inglewood Oil Field. Mitigation measure MR-1 included in the 2005 FEIR would continue to mitigate impacts related to possible disruption of pipelines during construction activities associated with the 2009 Master Plan.

In summary impacts of the 2009 Master Plan would be similar to impacts as described in the 2005 FEIR.

MITIGATION MEASURES

MR-1 The College shall consult with the owner/operator of any oil pipelines that may be affected by construction activities. If possible, pipelines shall be relocated or replaced when not in use or when the least disruption to oil conveyance activities would occur.

3.14 POPULATION, EMPLOYMENT AND HOUSING

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on population and housing. The population, employment and housing study area for the proposed project area encompasses those census tracts from the 2000 Census of Population and Housing (Census 2000) that include and surround the West Los Angeles College (College or WLAC) campus. Data from the 2000 Census as well as more recent data from SCAG were used in the analysis.

SETTING

The College falls under the Culver City “sphere of influence.” Spheres of influence are planning tools that guide jurisdictional changes and encourage proper and efficient provision of community services. A territory must be within a city’s or district’s sphere of influence in order to be annexed. The Los Angeles County Local Agency Formation Commission (LAFCO) is responsible for developing and updating spheres of influence in the county and also coordinates changes in local governmental boundaries, including annexations. The College’s inclusion in Culver City’s sphere of influence implies that annexation could take place in the near future.

Population

The proposed project is located predominantly within the existing boundaries of the College campus, which lies in unincorporated Los Angeles County along the eastern borders of Culver City and adjacent to Baldwin Hills in West Los Angeles. The second access road is built within the boundaries of Culver City and unincorporated Los Angeles County. The 10100 Jefferson Boulevard site is within the City of Culver City. The population of Culver City totaled 38,816 persons in the 2000 census. White non-Hispanics represented the majority of the city’s population, at 18,759 or 48 percent of the total. Latinos made up the next largest group, with 9,227 persons, 23.8 percent of the city’s population. Conversely, within Los Angeles County, Latinos comprise the majority of the population at 44.6 percent, followed by whites at 30.9 percent.

Culver City experienced very little growth from 1980 to 1990, 1.6 percent, and even less growth from 1990 to 2000, 0.05 percent. As stated in the Culver City General Plan’s 2001 Land Use Element, SCAG projects that the city’s population will be 42,690 by 2010, which would be an increase of almost 10 percent over the 2000 population of 38,816. The Land Use Element also explains that economic and land resource limitations on development could result in lower levels of growth than those projected by SCAG; the city expects that population would increase only 6.4 percent by 2010, based on a 1991 Land Use Survey by the city.

The population of the project study area, which is composed of census tracts in and adjacent to the project area, as discussed above, totaled approximately 34,649 persons and was predominantly white

non-Hispanic. Whites represented approximately 42 percent of the total population of the study area, about 6 percent lower than in Culver City, and 11 percent higher than in Los Angeles County as a whole. African American persons comprised 32.4 percent of the study area, which is about 21.7 percent higher than in Culver City, and 23 percent higher than the county as a whole. Latinos made up only 10.8 percent of the total study area population, almost 34 percent lower than the county total, and 13 percent lower than in Culver City. The Asian population, at 10.3 percent of the total study area, was found to be only 2 percent lower than in Culver City and 1.5 percent lower than in the county overall.

Employment

Table 3.14-1 shows SCAG estimates and predictions of the number of jobs in the County and in Culver City from 2000 to 2030. Job growth in the project area is expected to be slightly higher than in the County of Los Angeles.

**Table 3.14-1:
Employment Projections, 2000 – 2030**

	2000	2005	2010	2015	2020	2025	2030	% Change 2000– 2030
Los Angeles County	4,453,477	4,503,683	5,022,215	5,198,739	5,366,865	5,520,139	5,660,992	27.0%
Culver City	46,966	47,644	54,608	56,801	58,903	60,851	62,668	33.0%

Source: 2005 FEIR

Housing

According to the 2000 census, there were about 17,130 housing units in Culver City in 2000. About 97 percent of the units were occupied. An average of 2.3 persons resided in each occupied unit. Of the total occupied units in the city, 45.6 percent were renter-occupied and the remaining 54.4 percent were owner-occupied.

The 2000 census documented a total of 16,193 housing units in the project study area. Approximately 97 percent of the housing units in the area were occupied, leaving almost 3 percent of the units vacant. The average number of persons per household, 2.2 persons, within the study area was only slightly lower than the city as a whole.

2005 FEIR IMPACT ANALYSIS

Thresholds

For the purposes of this EIR, a significant impact to population, employment, and housing would occur if the proposed project would:

- substantially increase the population or employment so as to require new infrastructure and or housing, the construction of which could cause significant environmental impacts;
- induce growth that exceeds levels anticipated under local land use plans and results in a substantial adverse physical change in the environment;
- displace a substantial number of businesses or employees necessitating the construction of replacement facilities elsewhere; or
- displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere.

Construction

The number of construction workers employed and working on-site would vary over the course of the construction period. Because construction workers commute to a job site that often changes many times throughout the course of a year, they are not likely to relocate their households as a consequence of construction work opportunities to any significant degree. In addition, many workers are highly specialized and move among job sites as dictated by the need for their skills. Finally, because of the highly specialized nature of most construction projects, workers are likely to be employed on the job site only as long as their skills are needed to complete a particular phase of the construction process.

The Los Angeles metropolitan area has a large pool of construction labor from which to draw. Therefore, it is reasonable to assume that most project-related construction workers would not relocate their households as a result of working on the proposed Master Plan improvement projects. Construction-phase employment, therefore, would not result in a significant increase to the local or regional population. Thus, no significant adverse environmental impacts are expected as a result of construction employment.

The 10100 Jefferson Boulevard site was acquired so that the College could construct the secondary access road. As a result of the property acquisition the existing business and its 22 employees were displaced.

Operation

The addition of on-campus employees anticipated as a result of the proposed project would represent

a small increment of the existing population of the study area, 2 percent, and Culver City, 1.7 percent. This increase would not be inconsistent with regional planning and forecasts. Project-generated growth would be within Culver City General Plan growth projections, even though it would be nearly 30 percent of the projected 2010 population increase. However, the College anticipates that many of the required employees would be hired from the surrounding community and would not move to the area as a result of employment. Furthermore, not all newly hired employees requiring relocation would choose to reside in the community surrounding the College or within Culver City but could choose to live in any of the communities within reasonable commuting distance in the region, and not all would necessarily choose any one city or community. Finally, the number of employees would increase incrementally over a period of 18 years, not all at once.

Given the availability of housing in other communities within reasonable commuting distance of the college, and anticipated increase in the number of employees, the proposed project would not require the construction of new housing that would have a significant effect on the environment.

The proposed Master Plan aims to provide sufficient educational facilities to allow the College to support anticipated increased enrollment through fall of 2022.

Because there is no on-campus housing currently provided, all students commute to the College, primarily from the West Los Angeles area. Because no student housing is proposed as part of the Master Plan, it is anticipated that students in 2022 would continue to commute to the College from their existing residences in the surrounding areas. Therefore, the proposed project would not have a significant effect upon housing demand within the study area nor would it require the construction of new housing to accommodate increased enrollment.

2009 MASTER PLAN IMPACTS

Impacts under the 2009 Master Plan would be similar to those under the 2005 Master Plan. The incremental additional construction would result in incrementally more temporary construction jobs and/or extension of jobs already on-site.

MITIGATION MEASURES

None required.

3.15 NOISE

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on noise including mitigation measures that fully mitigated adverse impacts.

SETTING

The noise environment in the project area is dominated by noise from traffic and on-street activity along Jefferson Boulevard, Overland Avenue, and existing roads surrounding the project site. The noise environment in the project area has been characterized using noise monitoring and traffic noise modeling.

In 2004, existing noise levels near the homes west of Freshman Drive and south of Stocker ranged between 64 and 68 decibels (dB) Community Noise Equivalent Level (CNEL), with 59 dB CNEL further east on Stocker. These readings suggest that ambient noise levels exceed the city's 65 dB CNEL threshold for exterior noise standards. However, the nearby residences are set back, further away from the monitoring locations and are also surrounded by a perimeter wall. The outdoor recreational area noise levels from combined distance attenuation and barrier screening are well below 65 dB CNEL.

Regulatory Setting

The campus is located in unincorporated Los Angeles County. The County regulates noise through the Los Angeles County Municipal Code, Title 12, Chapter 12.08, Noise Control. It states that no construction equipment may operate between the hours of 7:00 p.m. and 7:00 a.m., Monday through Saturday, or at any time on Sunday or holidays, if the noise disturbance crosses a residential or commercial real property line. Contractors must conduct construction activities in such a manner as to keep mobile temporary noise levels at or below: 75 dBA Monday through Saturday in single family areas, 80 dBA in multi-family areas, and 85 dBA in semi-residential/commercial areas. Noise limits are about 15 dBA less for long-term operation, and temporary noise mobile Sundays and legal holidays (relatively long term operation limits are reduced a further 10 dBA on Sundays and legal Holidays).¹

The 10100 Jefferson site is located in the City of Culver City and the campus abuts the city of Culver City on the west and south. The City of Culver City General Plan Noise Element establishes noise standards of noise exposure for land uses within the city. The combination of exterior noise and the possible range of structural attenuation to achieve a desirable interior noise exposure is the basis for the development of a set of noise/land use compatibility guidelines in the Noise Element of

¹ Los Angeles County Municipal Code, Title 12 Environmental Protection, Chapter 12.08, Noise Control

the Culver City General Plan. Noise-sensitive uses are "compatible with mitigation" with noise levels up to 65 dB CNEL. At noise levels exceeding 65 dB CNEL, school uses are considered "normally incompatible" with the ambient noise environment. However, such uses are allowed if a detailed analysis of noise reduction is made, and noise insulation features are included in the project design. In Culver City for learning institutions, the exterior standard of 65 dB CNEL applies to outdoor student assembly areas. For classroom interiors, the city standard is 45 dB CNEL.

The City of Culver City's Municipal Code Section 9.07.035 states that all construction shall be prohibited except between the hours of 8:00 a.m. and 8:00 p.m. Monday through Friday, 9:00 a.m. and 7:00 p.m. on Saturday, and 10:00 a.m. and 7:00 p.m. on Sunday.

2005 FEIR Impact Analysis

Thresholds

For the purposes of analysis, the 2005 FEIR assumed the proposed project would result in a significant direct noise impact if:

- existing residential land uses would be exposed to noise exceeding 65 A-weighted sound level (dBA) CNEL and the incremental increase in noise attributed to the project would be perceptible (i.e., greater than 3 dB); or
- construction activity would result in a violation of noise standards specified in Section 9.07.035 of the City of Culver City's Municipal Code during applicable hours.

Construction

Noise from construction activities includes noise from demolition activities, grading, excavation, and facility construction. The 2005 FEIR noise analysis was based on typical construction equipment used during demolition and construction activities.

Table 3.15-1 presents a list of noise generation levels for various types of equipment typically used on construction projects. The list, compiled by the Federal Transit Administration (1995), was used in the analysis to estimate construction noise. A reasonable conservative assumption is that the three loudest pieces of equipment for each phase would operate simultaneously and continuously over at least a 1-hour period for a combined source noise level.

Based on the noise levels summarized in **Table 3.15-1**, **Table 3.15-2** presents estimated sound levels from construction activities as a function of distance assuming simultaneous operation of a scraper, bulldozer, and truck for a combined source level of 93 dBA at 50 feet. The calculation in Table

3.15-2 is based on an attenuation rate of 6 dB per doubling of distance and assumes no acoustical absorption from the ground.

Residences west and south of the project are the closest residences to construction activity. At about 200 feet away, **Table 3.15-2** indicates that construction noise could be as high as 80 dBA; and at 100 feet noise levels would be 86 dBA. Homes south of Stocker and west of Freshman Drive are about 100 feet from roadways that experience heavy construction traffic and activity.

These noise levels noise would be short term and would take place over a limited period of time. This impact is considered to be potentially significant. On-campus facilities, i.e., classrooms in the immediate vicinity of construction sites, and Child Development Center could experience significant short-term increases in noise levels due to construction activities.

**Table 3.15-1:
Construction Equipment Noise Emission Levels**

Equipment	Typical Noise Level (dBA) 50 Feet from Source
Air Compressor	81
Backhoe	80
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Bulldozer	85
Excavator/Shovel	82
Generator	81
Grader	85
Loader	85
Paver	89
Scraper	89
Truck	88
Source: Federal Transit Administration 1995	

Table 3.15-2: Construction Noise and Estimated Construction Noise in the Vicinity of an Active Construction Site

Noise Sources:			
Construction Condition: Site leveling			
Source 1: Bulldozer - Sound level (dBA) at 50 feet =		85	
Source 2: Truck - Sound level (dBA) at 50 feet =		88	
Source 3: Scraper - Sound level (dBA) at 50 feet =		89	
Average Height of Sources - Hs (ft) =		10	
Average Height of Receiver - Hr (ft) =		5	
Ground Type (soft or hard) =		Hard	
Calculated Noise:			
All Sources Combined - Sound level (dBA) at 50 feet =		92	
Effective Height (Hs+Hr)/2 =		7.5	
Ground factor (G) =		0.00	
Distance Between Source and Receiver (ft)	Geometric Attenuation (dB)	Ground Effect Attenuation (dB) Calculated Sound Level (dBA)	
50	0	0	92
100	-6	0	86
200	-12	0	80
300	-16	0	77
400	-18	0	74
500	-20	0	72
600	-22	0	71
700	-23	0	69
800	-24	0	68
900	-25	0	67
1,000	-26	0	66
1,200	-28	0	65
1,400	-29	0	63
1,600	-30	0	62
1,800	-31	0	61
2,000	-32	0	60
Calculations based on FTA 1995. This calculation does not include the effects, if any, of local shielding that may reduce sound levels. Source: Myra L. Frank, Jones & Stokes, 2005 FEIR			

Operation

Mobile Source

Impacts could occur due to exposure of existing noise-sensitive land uses to increased traffic noise. Traffic noise was modeled using the Federal Highway Administration Traffic Noise Prediction Model (FHWA-RD-77-108) and traffic data provided by the project traffic engineer.

A comparison of project noise levels in 2022 and existing traffic noise levels indicates that the project and cumulative development would not result in more than a 2 dB increase in noise along any existing roadway segment evaluated. This impact is therefore considered to be less than significant along existing roadways.

Traffic noise levels generated along the recently constructed secondary access road would not exceed 65 dBA Ldn (Day/Night Average Sound Level). With windows closed noise attenuation from building shells would reduce noise by at least 25 dBA. Interior noise levels are therefore not expected to exceed 45 dBA Ldn. The traffic noise impact of traffic on the secondary access road on the Raintree complex would, therefore, be less than significant. The constructed secondary access alignment is anticipated to result in less traffic noise at the Raintree Townhouse/Condominium complex (Raintree complex) than other alignments analyzed in the 2005 FEIR as it would be further away than some alignments.

Stationary Source

The conversion of Staff Parking Lot 5 to a soccer field was a proposed modification to the campus that could be a potential source of noise. Noise would come primarily from spectators cheering and players and coaches communicating. Currently, the sports facilities on the campus are in operation from 8 a.m. until dusk. Because noise associated with use of the soccer field would be similar to and consistent with noise associated with activities at the existing baseball field and athletic field noise and because the field would be set back from Freshman Drive, noise from soccer field activities is not expected to increase the daily Ldn value in the area by more than 3 dB. Therefore, noise from campus would result in a less-than-significant increase in ambient and background noise levels at off-campus noise-sensitive receptors.

Level of Significance After Mitigation

The 2005 FEIR concluded that mitigation measures would reduce potential significant construction noise to a level of less than significance. Operational noise impacts were identified as less than significant before mitigation; however, the District agreed to implement a number of measures to reduce operational noise impacts in response to neighborhood concerns.

2009 MASTER PLAN IMPACTS

Construction

Construction noise levels would be as documented in the 2005 FEIR. The 2009 Master Plan would extend the construction period compared to what was identified in the 2005 FEIR (completion of the 2005 Master Plan construction was anticipated to take five years and extend through 2010; completion of the 2009 Master Plan is now anticipated for 2012). While construction would be extended incrementally as a result of the 2009 Master Plan, daily activity and therefore noise levels would not change substantially from those analyzed in the 2005 FEIR. Operations of the sports fields (other than a change from soccer to soft ball) would not result in any changes to noise levels beyond those already contemplated in the 2005 FEIR.

In addition to the mitigation measures identified in the 2005 FEIR, the College constructed 20 foot-tall noise barriers along Freshman Drive, portions of Stocker and the construction access road, in order to reduce construction noise on nearby residents. These noise barriers would reduce noise at these residences by about 15 dBA below the noise levels described in the 2005 FEIR.

Mobile Source Operational Noise

Mobile source operational noise levels would be the same or less than analyzed in the 2005 FEIR, because the on-campus student and staff population would be less than anticipated in the 2005 FEIR, and traffic would be less as discussed in Section 3.17.

In addition to the construction noise mitigation measures included in the 2005 FEIR, the College is constructing a permanent noise wall along the southern edge of the new secondary access road (see **Figure N.15-1**).

Stationary Source Operational Noise

The 2005 FEIR indicated that the conversion of Staff Parking Lot 5 to a soccer field could be a potential source of noise from spectators cheering and players and coaches communicating. The 2005 FEIR indicated that currently, the sports facilities on the campus are in operation from 8 a.m. until dusk, and that because noise associated with use of the soccer field would be similar to and consistent with noise associated with activities at the existing baseball field and athletic field noise and because the field would be set back from Freshman Drive, noise from soccer field activities is not expected to increase the daily Ldn value in the area by more than 3 dB. Therefore, noise from campus would result in a less-than-significant increase in ambient and background noise levels at off-campus noise-sensitive receptors.

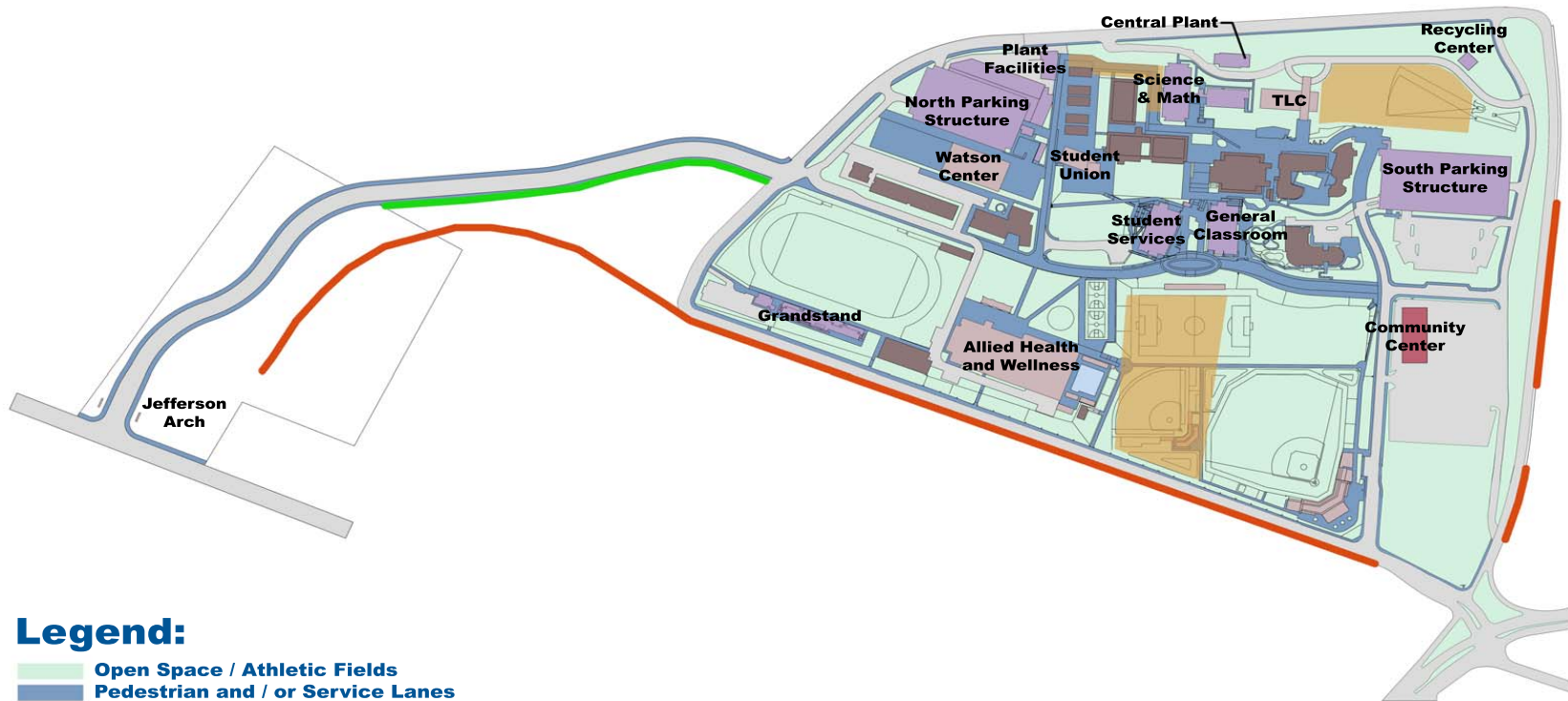
The conversion of the soccer field to a softball field would not be expected to substantially change

anticipated time-averaged noise impacts as noise characteristics of the different playfields would be similar. One difference would be the bat striking ball sounds that are associated with baseball that would be similar to the sounds already experienced as a result of play on the baseball field. Provision of bleacher-style seating for the new softball field and the addition of bleacher-style seating to the baseball field would include solid backing that would act as a noise barrier to reduce crowd noise (as well as bat-striking ball sounds) at residences located west of Freshman Drive.

Therefore, noise associated with use of the softball field and continued use of the baseball field would be similar to and consistent with noise associated with activities at the existing baseball field and the sports fields addressed in the 2005 FEIR. All sports fields would be set back from Freshman Drive; noise from sports field activities is not expected to increase substantially beyond what was addressed in the 2005 FEIR (stationary noise was found to be a less than significant impact), because patterns of activity are not anticipated to substantially change. Therefore the 2009 Master Plan would result in a less-than-significant increase in operational ambient and background noise levels at off-campus noise-sensitive receptors.

MITIGATION MEASURES

One important change to the mitigation proposed below compared to those presented in the 2005 FEIR that could be of concern to adjacent residents is to allow the flexibility to start construction one hour (7 am compared to 8 am) earlier and to end two hours later (8 pm as compared to 6 pm) than was allowed by the 2005 FEIR. This change is consistent with the County of Los Angeles Noise Ordinance and will allow construction to be more efficient (potentially fewer days of construction); will help to improve air quality impacts by reducing construction-related traffic congestion; earlier start times are standard for construction workers and allows more construction traffic to occur outside the peak hour traffic period.



Legend:

- Open Space / Athletic Fields
- Pedestrian and / or Service Lanes
- Existing Buildings
- New, Funded Buildings Analyzed in 2005 FEIR
- New, Unfunded in 2005, Funded in 2009, Buildings Analyzed in 2005 FEIR and 2009 SEIR
- Proposed New Buildings not funded
- Contractor Staging / Parking Areas
- Temporary Sound Blankets
- Permanent Sound Wall



Figure 3-15
Noise Walls and Construction Staging Areas

Construction

N-1: All construction activities shall be undertaken in such a manner as to not cause undue or unnecessary disruption to, or interference with, the residents of the surrounding community in accordance with noise nuisance regulations of the County of Los Angeles. (As used in this Section 3.15, the term “construction activities” shall be interpreted in broadest possible sense, and shall include, without limitation, construction, grading or landscaping work, construction-related maintenance activities, the delivery of construction materials to the College campus, and the hauling of soil or construction debris away from the campus.) To that end, all appropriate reasonable steps shall be taken to minimize the amount of any noise pollution generated by construction activities and all feasible mitigation measures shall be implemented to protect the community against any potentially harmful effects of such pollution in accordance with the County Code, Title 12, Environmental Protection, 12.12 Building Construction Noise. Without limiting the generality of the foregoing: The College shall employ noise-reducing construction practices to comply with municipal code noise standards of the jurisdiction within which activities occur, as well as existing applicable California noise standards.

Construction activity, at or in the vicinity of the College, shall be limited to the hours of 7:00 a.m. to 8:00 p.m. with construction that could create a noise disturbance in residential areas prohibited after 7 p.m. and on Sundays and holidays. The College may engage in reasonable construction activities at other times to the extent those activities are necessary to address unexpected emergencies that threaten life or property.

All equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

Appropriate mitigation measures shall be implemented relating to changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, or installing acoustic barriers around stationary construction noise sources or construction sites.

No construction equipment or vehicles operating or traveling on or in the vicinity of the temporary or permanent secondary access road shall utilize a system that sounds warning beeps when the vehicle backs up; rather the College shall require the use of additional personnel or other means to assure backup safety, in the area of the temporary or permanent secondary access road, with the exception that the College shall comply with California law. [California Code of Regulations Vol. 9, Title 8, Subchapter 4, Construction Safety Orders, Article 10, S Haulage and Earth Moving, Section 1592(a) states: “Every vehicle with a haulage capacity of 2 1/2 cubic yards or more used to haul dirt, rock, concrete, or other construction material shall be equipped with a warning device that operates automatically while the vehicle is backing. The warning sound shall be of such magnitude that it will normally be audible from a distance of 200 feet and will sound immediately on backing.”]

All construction activities shall be undertaken in total and complete conformity with all laws, rules, and regulations imposed by the jurisdiction in which the construction activity occurs.

No construction vehicles shall be permitted, at any time, to stand, park, or stage at any location other than the designated construction staging and parking areas.

Lot 8A shall not be used as a construction staging area in connection with any construction activity.

N-2: The College has erected 4,600 linear feet of approximately 20-foot tall noise walls at numerous locations around the campus to reduce construction noise in all residential areas potentially affected by construction noise. These noise walls shall remain in place until all exterior Master Plan construction on the campus is completed.

The District recognizes that community outreach is important for purposes of communicating the progress of the projects, as well as providing information regarding College facilities and events taking place on campus. To ensure that the community is well informed concerning these and other significant campus-related matters, the following measures shall be implemented:

N-4: The District shall provide a Mitigation Hotline (telephone and e-mail) during the period of construction of the projects to ensure that the mitigation measures adopted by the District are implemented and to facilitate, to the extent feasible, the prompt resolution of any issues that may arise relating to such matters. The District will respond to identified concerns as soon as feasible and a response reporting actions taken will be provided to callers in a timely manner, usually within 24-hours or on the first business day following a weekend or holiday.

N-5: During the implementation of the Master Plan, the District will schedule guided campus tours of the College campus for members of the community that request such tours for the purposes of responding to questions and concerns regarding the construction of the projects under the Master Plan. The dates, times, and scope of such tours shall be within the discretion of the College president.

Operation

The 2005 FEIR indicated that operational noise impacts (including operation of the recycling center) would be less than significant; nonetheless, the District, in response to public concerns, agreed to implement the following mitigation measures to ensure that operational noise impacts would remain less than significant. The following measures (amended to reflect recent experience) continue in the 2009 Master Plan EIR.

N-6: Operational activities, including the recycling center, shall comply with applicable

California and existing noise standards of the jurisdiction within which the activities take place.

N-7: Operational noise-generating activities at the Recycling Center shall be limited to the hours of 8:00 a.m. to 5:00 p.m. Monday through Friday.

N-8: A permanent wall is under construction (1,350 linear feet) along the south side of the secondary access road to reduce noise from operational traffic.

The 2005 FEIR found that the noise from increased activity related to special events, including sporting events, would not be significant under CEQA (conditions analyzed in the 2005 FEIR would not substantially change as a result of the 2009 Master Plan). The College does, however, acknowledge that noise from events and activities has resulted in noise complaints from nearby residences. Accordingly, the College agreed to implement the following measures that continue to be a part of the 2009 Master Plan EIR:

N-9: Evaluate in the final design, and implement where feasible, measures to minimize sound transmission from the football field to the adjacent residential neighborhoods. These measures may include:

- constructing the bleachers with noise-attenuating design features to the extent feasible.
- prohibiting audience member use of air horns, cowbells, and other tonal sound generating devices.
- taking reasonable steps to keep the community informed about public access to College facilities, campus activities, and other events taking place on campus via the campus Web site.
- limiting the number of organized American football games (of any level – college, high school, or other) played on campus to no more than 26 games during any calendar year.
-

N-10: The use of all College facilities shall continue to be governed by the applicable District and College policies and procedures, including but not limited to the rules for conduct on campus, Civic Center Permits, and Permits for Use.

N-11: The District shall prohibit organized sporting, entertainment, public service, religious, and similar events on or about the College campus before 8:00 a.m., and after 10:00 p.m. Sunday through Thursday, and after 11:00 p.m. Fridays and Saturdays. The District shall take reasonable steps to minimize, to the maximum extent feasible, the noise impacts of campus sporting, entertainment, public service, religious, and similar events on adjacent residential neighborhoods.

N-12: The District shall identify an employee/employees or authorized agent(s) to serve as a liaison between the community and the College and will be available to respond to questions or concerns

from the surrounding community concerning campus activities and other matters relating to the College campus and the roads surrounding the campus and facilitate, to the extent feasible, the prompt resolution of any issues that may arise relating to such matters. The name, title, and telephone number of the liaison shall be posted on the WLAC web site. The liaison shall be available during business hours (8 am to 5 pm) and during special events with a 24-hour a day hotline message center, to respond to community concerns in a timely manner. The liaison shall have authority to initiate a response on behalf of the College and the District in foreseeable matters and, without limiting the generality of the foregoing, shall have the authority to terminate the event in accordance with District rules and regulations.

N-13: No special event (i.e. an event not normally associated with operation of WLAC and its facilities) shall be permitted on the College campus or the surrounding roads unless the organization sponsoring the event has designated a special event coordinator who will be on-site during the event and who will have authority to deal with all complaints concerning the event.

N-14: As feasible, all special events shall be noticed at least two weeks in advance on the WLAC website. At a minimum, the notice shall indicate date, time, nature of activity, duration and anticipated size of the event.

N-15: Each special event coordinator holding outdoor activities shall be provided with a written notice prior to commencement of their event reminding the special event coordinator that residents live close to the College campus. The special event coordinator shall be provided with LACCD and WLAC rules and regulations. Violation of such rules and regulations shall be grounds for immediate termination of the event.

3.16 PUBLIC SERVICES

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on public services including police, fire, emergency services, schools, libraries and parks.

SETTING

Table 3.16-1 below lists the public services and facilities within the project vicinity.

**Table 3.16-1:
Public Services and Facilities in the Project Area**

Facility Name	Address	Distance from Project
Fire Stations		
LACoFD Station #58, Battalion 1	5757 South Fairfax Avenue	2.7 Miles
LACoFD Station #172, Battalion 20	810 Centinela Avenue	3.9 Miles
LACoFD Station #38, Battalion 1	3907 West 54th Street	4.3 Miles
LACoFD Station #110, Battalion 1	4433 Admiralty Way	5.5 Miles
CCFD Station #2	11252 Washington Blvd	2.25 miles
Police Stations		
West L.A. College Sheriff Substation	WLAC Campus	On campus
LA Sheriff's Dept., Marina Del Rey Station	13851 Fiji Way	4.75 miles
Culver City Police Department	4040 Duquesne Avenue	1.75 miles
Schools		
Culver City Independent Study	11450 Port Rd.	0.98 mile
El Marino Elementary School	11450 Port Rd.	0.95 mile
El Rincon Elementary School	11177 Overland Ave	0.46 mile
Farragut Elementary School	10820 Farragut Dr.	0.67 mile
Howe Elementary School	4100 Irving Pl.	1.0 mile
Culver City Middle School	4601 Elenda Pl.	0.75 mile
Culver City Senior High School	4401 Elenda Pl.	0.84 mile
Culver Park Continuation High School	5303 Berryman Ave	0.87 mile
Temple Akiba of Culver City (Private)	5249 S. Sepulveda Blvd.	0.6 mile
Libraries		
Culver City Julian Dixon Library	4975 Overland Avenue	0.5 mile
Parks & Recreational Facilities		
Blair Hills Park	5950 Wrightcrest Drive	0.78 mile
Blanco Park	5801 Sawtelle, Culver City	0.64 mile

**Table 3.16-1:
Public Services and Facilities in the Project Area**

Facility Name	Address	Distance from Project
Carlson Park	Braddock Drive at Motor Ave.	0.78 mile
Culver City Park	Duquesne & Jefferson	0.5 mile
Culver City Skateboard Park	Duquesne & Jefferson	0.5 mile
El Marino Park	5301 Berryman Ave.	1 mile
Fox Hills Park	Green Valley Cir. & Buckingham Pkwy.	>1.0 mile
Lindberg Park	5401 Rhoda Way	0.57 mile
Veterans Park	4117 Overland Ave.	0.89 mile
Culver City Plunge (Swimming Pool)	4175 Overland Ave.	0.84 mile
Culver City Senior Center	4095 Overland Ave.	0.89 mile
Source: 2005 FEIR		

Police

Security and law enforcement for West Los Angeles College (College) is provided by the Los Angeles County Sheriff's Department (LASD). The LASD Community College Bureau (CCB) provides exclusive contract policing and security services to all nine Los Angeles Community College District (District) campuses. Each campus throughout the District utilizes a combination of deputy sheriffs and armed security officers to provide the core of security services, while deputy sheriffs provide police services and oversight.

The CCB maintains a sheriff's substation on the College campus, which is manned at all times. On weekdays, two deputies and two security officers are on duty during the day, and one deputy and two security officers are on duty in the evenings and through the night. On Saturdays, two security officers are on duty for each shift, and on Sundays, one security officer is on duty for each shift. The on-campus police use two patrol cars, two sheriff's pick-up trucks, and two golf carts to patrol the College. These vehicles are stored on campus. The campus police staff retains the same policing authority as the LASD, including but not limited to the issuance of traffic violation citations, parking citations.

Police protection for areas outside the campus is provided by LASD, Marina Del Rey Station, for areas within the jurisdiction of Los Angeles County or by the Culver City Police Department (CCPD) for areas within the city limits of Culver City. The Marina Del Rey Station provides additional officers and personnel in the event that the College requires additional security services. CCPD has jurisdiction over the roads surrounding the College and provides traffic enforcement as well as traffic direction duties. In 2004, CCPD has 82 sworn officers covering a service area of 5.1 square miles. The population in 2002 was estimated to be approximately 39,119, 303 more than the

2000 Census population.

Fire

Fire protection and paramedic emergency medical services (EMS) for the College are provided by the Los Angeles County Fire Department (LACoFD). The LACoFD responds to incidents requiring fire protection and emergency medical care with LACoFD personnel and emergency medical technicians.

Under a Memorandum of Understanding (MOU)/Automatic Aid Agreement, Culver City Fire Department (CCFD) will dispatch, at the request of LACoFD, one ladder truck, Ladder Truck #2 from Station 2, to incidents at the College campus requiring ladder company assistance. These situations might include a multi-story institutional structure fire, an overturned three-axle vehicle, or other situations requiring two ladder trucks. Emergency incidents within Culver City requiring the use of the ladder truck would preempt simultaneous requests for ladder truck assistance by LACoFD.

Water for fire flow to the campus is provided by a 12-inch service lateral that provides approximately 3,500 gallons per minute (GPM) at 75 pounds per square inch (“PSI”) at the point of connection. The service lateral is connected to the main at the west side of the campus which is the lowest elevation point on the College campus. The water pressure in the service lateral is reduced as a result of the uphill run for the water main to service the existing buildings. To counteract this pressure reduction, the College has installed several electrical “booster” pumps thereby increasing the pressure in the water line. The College also has back-up V-8 diesel pumps to provide additional pressure in the event of a fire emergency, thereby accommodating the water requirements for hydrants and sprinkler systems. Based on the pressure boosting systems on the College campus the existing water system provides ample water pressure and volume to the campus and its associated fire hydrants and fire sprinkler systems.

Emergency Services

The City of Culver City, the surrounding cities, and the County of Los Angeles are working closely to plan for any emergency. The Culver City Emergency Operation Center (EOC) can be activated at any time and is ready to coordinate relief efforts. The Culver City Emergency Services and Disaster Preparedness plan addresses responses to emergencies associated with both natural disasters and terrorist actions.

The State of California's Office of Emergency Services, LASD, LACoFD, and the City of Culver City are in partnership to provide resources and assistance to all citizens in the event of a natural disaster or terrorist act. This partnership exists under the California Master Mutual Aid Agreement in which agencies lend assistance to one another in the event of disaster or major emergency.

Schools

There are 12 educational facilities within a 1-mile radius of the College campus. Ten are part of the Culver City Unified School District (CCUSD), one is a childcare facility serving parents attending school at the College, and one is a private school. Table 3-30 lists the name, location, and enrollment data for each of these schools. The Los Angeles Unified School District (LAUSD) covers areas within the vicinity of the College; however, there are no LAUSD schools within a 1-mile radius of the campus. The closest LAUSD schools are Stoner Elementary at 2.1 miles, Playa Del Rey Elementary at 2.2 miles, Braddock Elementary at 2.4 miles, and Marina Del Rey Middle School at 2.8 miles.

In 2004, CCUSD had a total student enrollment of approximately 6,500 pupils in five grades K–5 elementary schools, one grades 6–8 middle school, one grades 9–12 high school, one continuation high school, one independent study school, and one community day school. CCUSD also offers an adult school program and a pre-kindergarten program through the Office of Child Development.

In addition to the CCUSD public schools, there is one private school, the Temple Akiba of Culver City, located 0.6 mile from the College campus.

LAUSD is one of the largest public school districts in the nation. Located in Los Angeles County, it serves the City of Los Angeles, all portions of 16 other cities in the county, and numerous unincorporated areas of the county that surround the City of Los Angeles. The district comprises more than 700 square miles, with an estimated population of more than 4.6 million. LAUSD provides kindergarten through high school, K–12, education as well as adult and special education programs to approximately 905,020 students, in 2004, at 1,030 schools and centers. In 2004, LAUSD employed 78,085 personnel, about half of whom are teachers.

Finally, the newly constructed Child Development Center (Center) is located on the College campus. The Child Development Center offers educational programs and child care, serving children and their parents during day and evening hours. The Center is available to College students who are parents with pre-school-age children and also accommodates children with English as a second language (“ESL”) status. Children with disabilities are also considered for eligibility. The Center is licensed to care for 100 children at any given time. The number of children able to attend is based on room size, certificated adult/child ratios, and budget. No classroom has yet been licensed for infants. The facility contains the following features: six classrooms, one kitchen, three children's bathrooms, three adult bathrooms, two of which are used by children in the evening program, one conference room, lobby, reception area, rotunda, three offices, staff workroom, staff lounge, laundry room, storage/office space, three outdoor playgrounds, and one parking lot.

The Los Angeles County Office of Education (COE) is a regional provider of services to students within the proposed project area and throughout Los Angeles County. The COE operates educational

programs and supports local school districts with academic, business, administrative, and consulting services. Services include but are not limited to regionalized special-education transportation services, business techniques, computer applications, teaching strategies, and administration. The COE also represents school districts on appropriate matters before state government and may also provide other education and/or support services as required or deemed necessary.

In addition to providing education services to the county's general population, the COE administers programs that are of benefit to those who are unable to attend conventional school facilities, such as the physically and mentally disabled, wards of the juvenile court, preschool children, and students in job training programs.

Libraries

The County of Los Angeles Public Library, a network of community libraries, provides local public library service to the project area at the Culver City Julian Dixon Library. Julian Dixon library is located approximately 0.5 mile from the College at 4975 Overland Avenue. It provides adult and children's materials in English, with additional collections in Spanish, Japanese, Chinese, Korean, and Vietnamese. The library houses 207,945 books, 600 magazine and newspaper subscriptions, as well as substantial collections of videocassettes, audiocassettes and books on tape, and compact discs. The Culver City Julian Dixon Library also provides books in large print, telephone directories, college catalogs, pamphlets, and topographic maps. The library maintains a Judaica collection and serves as the fiction library for the county public library. The library is also a selective government depository for federal and state documents.

Parks

The Culver City Parks, Recreation, and Community Services Department operate several parks and recreational facilities, 11 of which are within a 1-mile radius of the College. The department's goal is to provide facilities, activities, and services that promote positive use of leisure time through recreational, social, and cultural programs. The Parks Division is charged with the development and maintenance of the Culver City parks. The Recreation Division provides several community programs to Culver City residents, including the following: after-school programs, day camps, enrichment classes, special events and excursions, sports programs, teen programs, and playground programs. Some of these programs require a nominal registration fee.

The College sits at the western foot of the Baldwin Hills, a significant topographical landmark and the last large undeveloped open space in urban Los Angeles County, encompassing 450 acres of protected parkland, including the Kenneth Hahn State Recreation Area. The Baldwin Hills Park May 2002 Master Plan (May 2002 Master Plan) outlines the goals of the Baldwin Park Conservancy. The May 2002 Master Plan serves as a conceptual guide for future natural open space and parkland acquisition and improvements, facility development, and habitat restoration within Baldwin Hills,

with connections to trails, parks, and other public facilities. The Master Plan envisions a vibrant multi-use park, stating that future purchases of property in the Baldwin Hills will be added to the existing Kenneth Hahn State Recreation Area. The Baldwin Hills fall under the jurisdiction and responsibility of the California Department of Parks and Recreation, Los Angeles County Department of Parks and Recreation, the state Baldwin Hills Conservancy, and the County of Los Angeles and Baldwin Hills Regional Conservation Authority.

2005 FEIR IMPACT ANALYSIS

Thresholds

For the purposes of the analyses in this EIR and in accordance with Appendix G of the State CEQA Guidelines, the proposed 2005 Master Plan would have a significant environmental impact if it:

Police

- creates a substantial need for additional police services, requiring new or altered police facilities to maintain acceptable service ratios or response times, the construction of which would cause a substantial adverse physical change in the environment; or
- substantially diminishes the level of police protection services, thereby posing a significant hazard to public safety and security.

Fire/Emergency Services

- creates a substantial need for additional fire protection services, requiring new or altered fire department facilities to maintain acceptable service ratios or response times, the construction of which would cause a substantial adverse physical change in the environment; or
- substantially diminishes the level of fire protection services or results in inadequate emergency access, thereby posing a significant hazard to persons or property.

Schools

- the students generated by the project exceed existing enrollment capacities, thereby creating a substantial need for new or altered facilities, the construction of which would cause a substantial adverse physical change in the environment; or
- the physical effects of the project substantially affect the health, safety, or education of students at local schools.

Libraries

- creates a substantial need or demand for library services, requiring new or physically altered library facilities in order to maintain acceptable service ratios, the construction of which would cause significant environmental impacts.

Parks

- creates a substantial need for additional recreational facilities and/or parks to keep current facilities from becoming overburdened, the construction of which would cause a substantial adverse physical change in the environment; or
- increases the use of existing neighborhood or regional parks or other recreation facilities such that the substantial physical deterioration of the facility would occur or be accelerated.

Police

The proposed 2005 Master Plan includes new construction, renovation, and demolition projects. During construction, renovation, or demolition, on-campus police protection services could be adversely affected due to possible on-campus street closures or restriction of access to those areas of the campus within work zones. However, the LASD substation and personnel would be alerted to construction schedules and campus road closures prior to construction activities. Given the temporary nature of construction, prior notification, and the on-site location of the sheriff's substation, construction-related impacts to campus police services would not be significant.

Except for the construction of the proposed secondary access road, all construction, renovation, and demolition activities related to build out of the 2005 Master Plan would occur within the existing campus boundaries. Therefore, police protection impacts to the adjacent streets and neighborhoods would be limited to increased traffic from construction-related vehicle trips. This potential increase due to construction vehicles would be temporary and intermittent. Implementation of mitigation measure PS-1 and PS-2 would ensure impacts to CCPD and any mother community law enforcement providers would be less than significant.

Based upon data from the LASD for the College for calendar year 2003, Part I offenses were reported on campus at a rate of 0.0049 per student; Part II offenses at a rate of 0.002 per student, and arrests at a rate of 0.0007 per student. Assuming the same rates and a project enrollment of 18,904 students in 2022, these figures would result in 94 Part I incidents, 39 Part II incidents, and 37 arrests. Future Part I and II incidents combined would total 132, an increase of 40 incidents and an increase of 29 arrests per year. Based on the 46 weeks of class sessions per year, this increase represents an additional 0.9 incidents per week.

As the College grows the on-campus police anticipate the need for additional personnel, including officers, deputies, and cadets to meet the need the increase in security. Additional officers could provide a greater presence on the streets and in the parking structures and lots, additional deputies could address more moving violations to reduce traffic speeds on the campus, and additional cadets could serve as security at key posts such as the bookstore.

The 2005 Master Plan is designed to create more defensible spaces on the campus through both traditional crime prevention strategies and strategies consistent with Crime Prevention Through Environmental Design (CPTED). CPTED principles are based on the premise that the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime, and thus improve quality of life. Design strategies such as territorial behavior, natural surveillance, activity support, and access control can create a climate of safety and discourage criminal activity by reducing the opportunities for crime to occur.

The concept of territorial behavior in planning and design is based on the idea that people protect territory that they feel is their own. The Master Plan's design guidelines and landscaping framework help to ensure that new buildings on campus will create well-defined community spaces.

The natural surveillance concept calls for designing buildings and open spaces in a way that maximizes the ability of people to see what is going on in those areas. This can help reduce crime, since criminals do not want to be seen. The 2005 Master Plan enhances natural surveillance of the campus in a number of ways. Activity centers are clustered so that a greater number of people are coming and going at any given time. New buildings are required to have doors and windows opening onto public spaces to increase the number of eyes and ears observing those spaces. The landscaping around buildings, along pathways, and in open spaces is designed to enhance natural surveillance.

Another method of promoting natural surveillance is to increase the lighting of public spaces and pathways at night. Presently, campus streets, parking lots, and public paths are very well lit. The 2005 Master Plan recommends uniform, well-lighted spaces and pathways with overlapping zones of coverage to enhance the feeling of safety and make natural surveillance easier after dark.

Given the anticipated increase in on-campus sheriff's personnel, the modest increase of 0.9 Part I and Part II incidents per week, and design security features of the Master Plan, it is unlikely that additional new or altered off-site CCPD or LASD police protection facilities would be required or that the project would substantially diminish the level of police protection services. Therefore, impacts would not be significant.

If the College property is annexed to Culver City at some future point, it is most likely that the CCB of the LASD would continue to provide contract law enforcement services to the College campus, as it does for the other District campuses located within the jurisdictional boundaries of other Los

Angeles County cities. Annexation would not result in a discontinuation of the CCB's law enforcement services to the campus. Furthermore, the CCB's expertise in dealing with College campus law enforcement would make it the preferred service provider. It is not expected that CCPD would assume policing responsibilities for the campus based on the reasons listed above. Thus, significant impacts to CCPD services and personnel would not occur.

The additional number of incidents is calculated for crimes that were reported by the LASD CCB. Data is not known and does not exist that quantifies the number of crimes committed by employees and students en route to the school. However, given that the crime rate would be low on the College campus, the location with the highest concentration of employees and students; it is unlikely that the project would result in a significant increase in crime off-site.

The increase in student and staff population at the College would generate additional traffic and increase congestion and initial response times in the area surrounding the campus. Intersections that operate at a level of service (LOS) E or F have the potential to increase the response times for police protection to the surrounding area. The traffic analysis (see Section 3.17) has indicated that in the year 2022, using the student projections included in the 2005 FEIR, 19 of the 44 study intersections would operate at LOS E or F under cumulative base conditions without the project. With the addition of traffic generated by the proposed Master Plan, 24 of 44 study intersections would operate at LOS E or F prior to mitigation. With implementation of traffic mitigation the impact on response times is considered less than significant.

Fire

Adequacy of fire protection for a given area is based on required fire-flow levels, initial response distances from existing fire stations, and the LACoFD's and CCFD's judgment of needs in the area.

The proposed 2005 Master Plan includes new construction, renovation, and demolition projects. During construction, renovation, and demolition, on-campus fire protection services could be adversely affected due to possible on-campus street closures or restriction of access to those areas of the campus within the work zones. There is also the possibility of temporary disruption of water service during construction activities. Except for the second access road, all construction activities would occur within campus boundaries. Therefore, fire protection impacts to the adjacent streets and neighborhoods would be limited to increased traffic from construction-related vehicle trips. The proposed project would maintain adequate on-site and off-site access for the LACoFD. Compliance will be confirmed by the LACoFD during the required building fire plan review prior to construction. Therefore, the proposed project would not result in a significant impact on fire department access to the proposed site or adjacent properties.

Existing data, along with flow tests performed for the campus, indicate that the existing water main system has sufficient flow and would be able to accommodate the existing and future buildings. The

head loss from the campus water source to the highest point on campus is approximately 35 psi, which leaves 75 psi available at the meter. Thus, the required 20 psi at the fire hydrants should be attainable with the current system. Also, electrical “booster” pumps and back-up V-8 diesel pumps ensure that adequate pressure and water volume will always be available for hydrants and fire sprinklers during fire emergencies. The project will be required to construct additional fire hydrants to meet local fire department requirements as needed. While the existing system would be adequate for future development, the 2005 Master Plan recommends that a new line be constructed parallel to Albert Vera Street to provide another connection to the system. This would create a loop system and provide the existing system with two benefits: additional flow and another source of water in case the existing service fails.

The tallest proposed structure is five levels, or 84 feet, in height. Existing ladder trucks are available to service such a structure. Additionally, proposed buildings would be required to comply with all LACoFD requirements for fire safety.

The proposed 2005 Master Plan could increase the potential for fire emergencies and place additional demands on existing fire protection services as there would be a net increase in building floor space. However the increase in fire emergencies and demand for emergency protection services is not expected to be substantial for several reasons. The build-out of the 2005 Master Plan would remove existing structures and facilities that are dated, in disrepair, and may not meet current fire codes. Additional fire hazards would be reduced as existing facilities are renovated and brought into compliance with current fire codes. All new structures would be designed and constructed in compliance with applicable fire codes and specific fire safety measures recommended by the LACoFD, included below as mitigation measures FP-1 to FP-9. Finally, since the project shares water service with the adjacent community, the project will incorporate mitigation measure FP-12 to allow the Culver City Fire Department an opportunity to provide comments on the fire-flow rates for an increase in on-site emergencies compared to the existing conditions. No significant impact would occur.

If at some future time the College campus is annexed to Culver City, CCFD would then assume the responsibility for providing primary fire and EMS services to the College. Because the proposed project would not substantially increase the number of fire emergencies or interfere with emergency access, there would be no significant impact to CCFD fire protection services.

Emergency Services

The impact of additional traffic on emergency response times is considered to be potentially significant. However, with implementation of proposed traffic mitigation measures, the impact on the initial response times would be reduced. Additionally, the campus now includes a new second access road which improves emergency vehicle access to the College campus. As a consequence, after mitigation, the impact would be less than significant.

Schools

Public school enrollment due to a proposed development is a function of the number of households resulting from a project's proposed residential development or the number of households associated with a project's direct, new employees. With a non-residential project, like the proposed project, student generation can be estimated from indirect sources. CCUSD and LAUSD provide open enrollment opportunities at schools that are not otherwise operating at capacity. Because of this, parents have the option of enrolling children at schools in close proximity to their place of employment rather than the school that serves their residential location. Therefore, the proposed project could result in some indirect student generation from new employees working at the College who enroll their children in the vicinity but do not live in the area.

The actual number of elementary, middle, and high school students who attend schools in the vicinity as a result of the proposed 2005 Master Plan would vary for the following reasons:

- some employees would not have school-age children;
- some employees would not relocate to the area but instead commute from outlying locations;
- some employees would live in outlying areas but would choose to enroll their children in local schools through the LAUSD and CCUSD open and/or permit enrollment programs;
- some employees would choose to send their children to private schools; or
- the College would draw some employees from the existing local labor pool.

Since new employees and their children could live anywhere within commuting distance of the College and the above increase is spread out over the next 18 years, it is unlikely that any one school in the project vicinity would incur a substantial increase in enrollment. Therefore, the proposed project would result in a less-than-significant impact to public schools.

Libraries

Library needs are related to the size of the residential population, the geographic area served, and community characteristics. Projects that affect these factors (by increasing residential population in an area) may increase demand for services from the public library.

The proposed project is composed of campus buildings and related improvements such as parking structures and an off-site access road but includes no residential units. Therefore, according to the County of Los Angeles Public Library, the proposed project would not affect local library services.

Parks

Implementation of the 2005 Master Plan would increase the current total enrollment, full-time and

part-time. Despite this increase in students and employees, it is not expected that recreational facilities and parks located in the vicinity of the College would be overburdened or experience an increase in use that would cause acceleration on the deterioration of these parks. The existing and proposed on-campus recreational and athletic facilities, including the sports complex; the outdoor track; tennis courts; baseball, football, and soccer fields; basketball courts; and open lawns, provide ample recreational and physical fitness opportunities to accommodate the projected student body and employee populations. The proposed 2005 Facilities Master Plan would renovate and modernize existing recreational and athletic facilities on the campus, providing employees and students with improved recreational opportunities.

2009 MASTER PLAN IMPACTS

The now anticipated student and staff projections for 2022 are less than anticipated in the 2005 FEIR; therefore, demand for public services would be the same or less than anticipated in the 2005 FEIR. As a result of the anticipated student and staff projections, impacts of the 2009 Master Plan on public services would be similar to those presented in the 2005 FEIR. The mitigation measures from the 2005 FEIR would continue to apply.

MITIGATION MEASURES

PS-1: The College shall regularly notify the Los Angeles County Fire Department (LACoFD) and Culver City Fire Department (CCFD) of project construction activities and schedules.

PS-2: Each element of the project shall include security features, such as lighting, signage, etc. Security system designs shall be submitted to the Los Angeles County Sheriff's Department (LASD) for review and comment.

PS-3: Upon completion of each structure, the College shall provide the LASD and Culver City Police Department (CCPD) with a diagram of each building, including access routes and additional information that might facilitate police response.

FP-1: The College shall regularly notify the LACoFD and CCFD of project construction activities and schedules.

Project design features and code compliance measures recommended by LACoFD relative to fires safety are clarified and disclosed in detail below. These measures or other measures with equivalent efficacy as approved by LACoFD shall be incorporated into the project design to ensure operational impacts would be less than significant. These measures do not apply to existing development on the site.

FP-2: Development of the proposed project shall comply with all applicable code and ordinance

requirements for construction, access, water mains, fire flows, and hydrants.

FP-3: The proposed project shall be subject to all specific fire and life safety requirements for the construction phase identified by LACoFD during building fire plan check.

FP-4: Every building constructed shall be accessible to fire department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width, unobstructed, and clear to the sky. The roadway shall be extended to within 150 feet of all portions of exterior walls when measured by an unobstructed route around the exterior of the building.

FP-5: When a bridge is required to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds.

FP-6: The maximum allowable grade shall not exceed 15 percent except where the topography makes it impractical to keep with such grade, and then an absolute maximum of 20 percent will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topography difficulties, shall be no more than 17 percent. Grade breaks shall not exceed 10 percent in 10 feet.

FP-7: The College shall coordinate with LACoFD to determine adequate fire-flow rates for the project. Fire flows shall be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

- No portion of a lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
- No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
- Additional hydrants will be required if hydrant spacing exceeds specified distances.

FP-8: Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A fire department-approved turning area shall be provided for all driveways exceeding 150 feet in length. All on-site driveways shall provide a minimum unobstructed width of 25 feet clear to the sky. The on-site driveway is to be 150 feet of all portions of the exterior walls of the first story of any building. Driveway width for nonresidential developments shall be increased when any of the following conditions will exist:

- Provide 28 feet in width when a building has three or more stories or is more than 35 feet in height above access level. Also, for using fire truck ladders, the centerline of the access roadway shall be located parallel to and within 30 feet of the exterior wall on one side of the proposed structure.
- Provide 34 feet in width when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.

- Provide 42 feet in width when parallel parking is allowed on each side of the access roadway/driveway.
- “Fire Lanes” are any ingress/egress roadway/driveway with paving less than 34 feet in width and will be clear to the sky. All “Fire Lanes” will be depicted on the final map.
- For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with fire department-approved signs stating “NO PARKING – FIRE LANE” in three-inch-high letters. Driveway labeling is necessary to ensure access for fire department use.

FP-9: All access devices and gates shall meet the following requirements:

- Any single gate opening used for ingress and egress shall be a minimum of 26 feet in width clear to the sky.
- Any divided gate opening (when each gate is used for a single direction of travel, i.e., ingress or egress) shall be a minimum width of 20 feet clear to the sky.
- Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device.
- All limited access devices shall be of a type approved by the fire department.
- Gate plans shall be submitted to the fire department prior to installation. These plans shall show all locations, widths, and details of the proposed gates.

FP-10: All proposals for traffic calming measures (speed humps/bumps, traffic circles, roundabouts, etc.) shall be submitted to the fire department for review prior to implementation.

FP-11: At such time that the College consults with LACoFD to determine adequate fire-flow rates for a proposed building, the College shall provide notice to CCFD. This notification will provide the CCFD with an opportunity to comment on the fire-flow rates for the project.

As indicated in the 2005 FEIR, no significant impacts would occur to recreational and park facilities. Consequently, no mitigations measures are necessary. Nonetheless, in response to community concerns about access to College facilities, the following measures are included in the 2009 Master Plan EIR:

RF-1: The use of all College facilities shall be governed by the applicable District and College policies and procedures, including but not limited to the rules for conduct on campus, Civic Center Permits, and Permits for Use. The recreational facilities at the College, including the football field, track, basketball courts, baseball field, softball field, soccer fields, etc., shall remain open and available for public use whenever the campus is open so long as such use does not directly interfere with a specific College event, class or activity, then being held on such facilities.

RF-2: Meeting rooms and other comparable facilities on the College campus shall be made available to nonprofit organizations, clubs, and associations in accordance with state law and District and College policies and procedures.

3.17 TRANSPORTATION, CIRCULATION AND PARKING

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on transportation, circulation and parking. The impacts analyzed included whether the implementation of the 2005 Master Plan would cause an adverse change in the significance of traffic in the project area.

SETTING

Traffic Circulation

Until early 2010, vehicular access to the campus was provided through Culver City at one primary entrance located at Overland Avenue, two blocks south of Jefferson Boulevard. The West Los Angeles College (the “College”) campus is bounded by Freshman Drive to the west, Sophomore Drive to the north and east, and Stocker Street to the south. These three Los Angeles County roadways function as a campus loop street. The College is approximately 1.25 miles east of the San Diego Freeway (I-405) and 1.6 miles south of the Santa Monica Freeway (I-10). A secondary access road through the 10100 Jefferson property was completed in early 2010.

The potential for project impacts on traffic were evaluated in the traffic study for the weekday AM and PM peak hours of traffic at 44 intersections in the vicinity of the College campus.

The analysis locations are shown in **Table 3.17-1**.

**Table 3.17-1:
Study Intersections 2005 Master Plan**

INT#	NS Street	EW Street	City or County	ATSAC or ATCS [b] or Neither
1	La Cienega Blvd	Venice Blvd	Los Angeles	ATSAC
2	La Cienega Blvd	Washington Blvd	Culver City	ATSAC
3	La Cienega Blvd	Fairfax Ave	Los Angeles	
4	National Blvd	Washington Blvd	Culver City	ATSAC
5	Jefferson Blvd	National Blvd	Los Angeles	ATSAC
6	La Cienega Blvd	Jefferson Blvd	Los Angeles	ATSAC
7	Hauser Blvd	Jefferson Blvd	Los Angeles	ATSAC
8	Robertson Blvd/Higuera St	Washington Blvd	Culver City	ATSAC
9	Jefferson Blvd	Higuera St	Los Angeles	ATSAC
10	La Cienega Blvd	Rodeo Road	Los Angeles	ATSAC
11	Hughes Ave	Venice Blvd	Los Angeles	ATSAC
12	Hughes Ave/Duquesne Ave	Washington Blvd	Culver City	ATSAC

**Table 3.17-1:
Study Intersections 2005 Master Plan**

INT#	NS Street	EW Street	City or County	ATSAC or ATCS [b] or Neither
13	Duquesne Ave	Culver Blvd	Culver City	ATSAC
14	Duquesne Ave	Jefferson Blvd	Culver City	ATSAC
15	Overland Ave	Venice Blvd	Culver City	ATSAC
16	Overland Ave	Washington Blvd	Culver City	ATSAC
17	Overland Ave	Culver Blvd	Culver City	ATSAC
18	Overland Ave	Jefferson Blvd	Culver City	ATSAC
19	Overland Ave	Freshman/Clarmon Pl	Culver City	
20	Sepulveda Blvd	Washington Blvd	Culver City	ATSAC
21	Sepulveda Blvd	Culver Blvd	Culver City	ATSAC
22	Jefferson Blvd	Sepulveda Blvd (North)	Culver City	ATSAC
23	Jefferson Blvd/Sepulveda	Sawtelle Blvd	Culver City	ATSAC
24	Overland Ave [a]	Sawtelle Blvd	Culver City	
25	Hannum Avenue	Playa Street	Culver City	ATSAC
26	Sepulveda Blvd	Playa St/Jefferson Blvd	Culver City	ATSAC
27	Jefferson Blvd	Slauson Ave	Culver City	ATSAC
28	Sepulveda Blvd	Slauson Ave	Culver City	ATSAC
29	Marina Freeway (SR 90)	Slauson Ave	Culver City	
30	Bristol Parkway	Slauson Ave	Culver City	ATSAC
31	Buckingham Parkway	Slauson Ave	Culver City	
32	Sepulveda Blvd	Centinela Ave	Culver City	ATSAC
33	Bristol Parkway	Centinela Ave	Culver City	
34	La Cienega Blvd	Centinela Ave	Los Angeles	ATSAC
35	La Cienega Blvd	La Tijera Blvd	Los Angeles	ATSAC
36	La Cienega Blvd SB Ramp	Slauson Ave	LA County	
37	La Cienega Blvd NB Ramp	Slauson Ave	LA County	
38	La Tijera Blvd	Slauson Ave	LA County	
39	Fairfax Ave	Slauson Ave	LA County	
40	La Brea Ave	Slauson Ave	LA County	
41	La Cienega Blvd	Stocker Street	LA County	
42	Fairfax Ave	Stocker Street	LA County	
43	La Brea Ave/Overhill Dr	Stocker Street	LA County	
44	Culver Blvd/Main St	Washington Blvd	Culver City	ATSAC

Notes:
[a] Unsignalized intersections
[b] City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system and Adaptive Traffic Control System (ATCS). Source: 2005 FEIR

A comprehensive data collection effort was undertaken to develop a detailed description of

transportation and parking conditions within and adjacent to the College campus at the time environmental review of the 2005 Master Plan began (March and May 2004). The assessment of existing conditions relevant included the street system, traffic volumes and operating conditions, public transit service, campus access system, and existing parking conditions on the College campus.

The traffic analysis included evaluation of potential project impacts on the regional highway and transit systems in accordance with requirements of the Los Angeles County Congestion Management Program (“CMP”).

The College campus is located in an unincorporated area of Los Angeles County immediately adjacent to the City of Culver City. Local access to the campus, is provided through a single entrance at Overland and Freshman, just southeast of the intersection of Jefferson and Overland. In early 2010 a secondary access road (analyzed in the 2005 FEIR), from Jefferson (through the 10100 Jefferson site) will open.

The 2005 FEIR included weekday AM and PM peak period intersection turning movement counts for all study intersections; the data was collected in March and May of 2004 (except for the intersection of Culver Boulevard/Main Street & Washington Boulevard for which November 2001 data was provided by Culver City and was then factored up to reflect 2004 conditions). Since these counts were collected during the spring semester with relatively lower enrollment student figures (9,139 students) compared to fall semester (10,312 students), the existing counts were adjusted by adding the net student trips between fall semester and spring semester to represent the third week of the fall semester, the peak condition for the school year.

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. LOS D is typically recognized as the minimum acceptable service level in urban areas.

All of the study intersections are controlled by traffic signals, except the intersection of Overland Avenue and Sawtelle Boulevard. The Intersection Capacity Utilization (“ICU”) method of intersection analysis was used to determine the intersection volume-to-capacity (“V/C”) ratio and corresponding level of service for the given turning movements and intersection characteristics at each study intersection located in the City of Culver City or unincorporated Los Angeles County. A capacity of 1,600 vehicles per lane per hour was assumed in the capacity calculations, with a clearance interval of 0.10. **Table 3.17-2** defines the ranges of V/C ratios and corresponding level of service for the signalized intersections.

**Table 3.17-2:
Level of Service Definitions for Signalized Intersections**

Level of Service	Volume/Capacity Ratio	Definition
A	0.00-0.60	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.61-0.70	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.71-0.80	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.81-0.90	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.91-1.00	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.00	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

The 10 study intersections in the City of Los Angeles were evaluated using the Critical Movement Analysis (“CMA”) method as required by the City of Los Angeles. The CALCADB software package developed by the Los Angeles Department of Transportation (“LADOT”) was used to implement the CMA method at these 10 intersections.

In 2004, thirty of the 44 study intersections were controlled by the City of Los Angeles’ Automated Traffic Surveillance and Control (“ATSAC”) system (see **Table 3.17-1**). In accordance with LADOT procedures, a capacity increase of 7% (0.07 V/C adjustment) was applied to reflect the benefits of ATSAC control at these intersections. None of the study intersections are currently controlled by the City of Los Angeles’ Adaptive Traffic Control System (“ATCS”).

For the all-way stop controlled intersection of Overland Avenue and Sawtelle Boulevard, the 2000 Highway Capacity Manual (“HCM”) methodology was used to evaluate the capacity and the performance of the intersection. **Table 3.17-3** defines the ranges of average delay and corresponding level of service for unsignalized intersections.

**Table 3.17-3:
Level of Service Definitions for Two-Way and All-Way Stop-Controlled
Intersections**

Level of Service	Average Vehicle Delay (seconds)
A	0 to 10
B	>10 to 15
C	>15 to 25
D	>25 to 35
E	>35 to 50
F	> 50

The 2004 weekday AM and PM peak-hour traffic volumes were analyzed using the intersection capacity analysis methodology described above to determine the 2004 operating conditions at the 44 study intersections.

The following 16 intersections operated at LOS E or F in 2004 during one or both peak hours:

- La Cienega Boulevard & Washington Boulevard
- La Cienega Boulevard & Jefferson Boulevard
- La Cienega Boulevard & Rodeo Road
- Jefferson Boulevard & Hughes Avenue/Duquesne Avenue
- Overland Avenue & Jefferson Boulevard
- Sepulveda Boulevard & Culver Boulevard
- Jefferson Boulevard & Sepulveda Boulevard (north)
- Overland Avenue & Sawtelle Boulevard
- Sepulveda Boulevard & Jefferson Boulevard/Playa Street
- Sepulveda Boulevard & Centinela Avenue
- La Cienega Boulevard & Centinela Avenue
- La Cienega Boulevard Southbound Ramp & Slauson Avenue
- La Brea Avenue/Overhill Drive & Slauson Avenue
- La Brea Avenue/Overhill Drive & Slauson Avenue
- La Cienega Boulevard & Stocker Street
- Fairfax Avenue & Stocker Street

The remaining 28 study intersections operated at LOS D or better during both peak hours.

Transit Service

The College campus is currently served by public bus service provided by the Culver City bus system.

Parking

There were approximately 1,859 parking spaces on campus in 2002, provided in a number of large and small surface parking lots and along internal streets within the campus. In 2004, the parking supply was 2,128 spaces.

LACCD uses a parking demand rate of 1 space per 7.3 students and 1.7 spaces per employee. In 2004, with 10,312 students and 555 employees and staff there was an excess parking supply of approximately 391 parking spaces on the campus.

2005 FEIR IMPACT ANALYSIS

In order to evaluate the potential impacts of the 2005 Master Plan on the street system, estimates of future traffic conditions in the study area were calculated both with and without the project. Future traffic volumes were first estimated for the study area without the project. These future forecasts reflect traffic increases due to general regional growth and traffic expected to be generated by other specific developments in the vicinity of the project and represent cumulative conditions without the project. Incremental project traffic was then estimated and separately assigned to the surrounding street system. The sum of the cumulative without the project and project-generated traffic represents the cumulative plus project conditions.

The cumulative without project traffic projections were estimated for this study based on the projected traffic growth on corridors in the study area as estimated in the SCAG regional transportation model for the southern California region. This model takes into account the factors described above. By comparing the year 2000 and year 2025 traffic levels in the SCAG model, an annual growth rate for each corridor in the vicinity of the project site was calculated.

The second factor used in the development of the cumulative without project traffic forecasts was the effect of specific known projects proposed for development in the vicinity of the College. A list of proposed or approved but uncompleted development projects within a 3-mile radius of the project site was compiled from a number of sources including the City of Culver City Planning Department, the Los Angeles Department of Transportation, the County of Los Angeles Department of Regional Planning, and other recent traffic studies conducted in the area. A total of 51 projects were identified.

One of the formerly approved projects was a commercial project, the Culver City Commerce Center, 242,950 sq. ft. office/industrial use with tandem parking, on the 10100 Jefferson site. Since this site is now part of the 2009 Master Plan, that cumulative project is no longer proposed. Additionally, as a result of the ongoing 2008/2009 financial crisis, a number of other projects analyzed in the 2005 FEIR are likely delayed or cancelled, making the 2005 FEIR very conservative in its analysis of

traffic impacts.

The annual growth rate obtained from the SCAG model for each corridor was used to adjust the existing traffic volumes to reflect the anticipated effects of regional growth and development by the build-out scenario (year 2022). The resulting traffic volumes, representing cumulative without project conditions for build-out in the year 2022, are presented in the 2005 FEIR (traffic appendix).

Information was collected regarding committed transportation system improvements programmed for implementation within or in the vicinity of the study area (either committed funding or part of a mitigation program for an approved project).

Development of future traffic forecasts for the proposed project used a three-step process consisting of estimation of the project's trip generation, trip distribution, and traffic assignment.

Under 2004 Existing Conditions, with the enrollment of 10,312 students, the campus generated approximately 14,540 daily trips, including about 1,031 trips during the AM peak hour and about 928 trips during the PM peak hour. By the build-out year 2022, the trip generation is projected to increase by approximately 12,115 net daily trips, 859 AM peak hour net trips, and 773 PM peak hour net trips.

A trip distribution pattern was developed for the College campus based on consideration of the following data points: zip code distribution of existing College student residences and turning movements at the campus access points on Overland Avenue, the only access point to the campus. Taking this data into consideration along with the direction of travel at the campus access point, a trip distribution pattern was developed for project trips. To estimate the condition with the second access road, two different trip assignment patterns were developed for school trips based on the access points. With the access to Jefferson, the second access road would accommodate approximately 33% of total school trips (i.e., those trips to/from the north, northeast and a portion of the west).

Thresholds of Significance

Most jurisdictions establish their own criteria to define a significant traffic impact. Project study intersections generally fall within three jurisdictions – Culver City, Los Angeles County and the City of Los Angeles. The impacts of the college traffic were measured and evaluated according to the criteria established by each jurisdiction. (In July 2009, the City of Culver City considered changing their criteria to match the City of Los Angeles; however they decided against such a change).

Twenty-six of the study intersections are located within the City of Culver City. The City of Culver City has established threshold criteria that determine if a project has a significant traffic impact at a specific intersection. According to the city's criteria, a project impact would be considered

significant if the following conditions were met:

Intersection Condition with Project Traffic		Project Related Increase in V/C Ratio
LOS	V/C Ratio	
D	0.801 to 0.900	Equal to or greater than 0.040
E, F	0.901 or more	Equal to or greater than 0.020

Ten of the study intersections are located within the City of Los Angeles. The significance criteria established by LADOT are different than those established by Culver City. According to LADOT's criteria, a project impact would be considered significant if the following conditions were met:

Intersection Condition with Project Traffic		Project Related Increase in V/C Ratio
LOS	V/C Ratio	
C	0.701 to 0.800	Equal to or greater than 0.040
D	0.801 to 0.900	Equal to or greater than 0.020
E, F	0.901 or more	Equal to or greater than 0.010

Eight of the study intersections are located within unincorporated Los Angeles County. The significance criteria established by the County of Los Angeles are different than those established by Culver City. According to the county's criteria, a project impact would be considered significant if the following conditions were met:

Intersection Condition Before Project Traffic		Project Related Increase in V/C Ratio
LOS	V/C Ratio	
C	0.701 to 0.800	Equal to or greater than 0.040
D	0.801 to 0.900	Equal to or greater than 0.020
E, F	0.901 or more	Equal to or greater than 0.010

The CMP traffic impact analysis guidelines indicate that a project impact on the regional transportation system is considered to be significant when the following threshold is exceeded:

1. The proposed project increases traffic demand on a CMP facility by 2 percent of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); or
2. if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity ($V/C \geq 0.02$).

For purposes of analysis, the proposed project was considered to have a significant impact on public transit services if it resulted in a substantial increase in ridership on the existing public transit system, creating capacity shortages on the system and thereby necessitating system improvements to accommodate additional transit service.

For purposes of analysis, the proposed project was considered to have a significant impact on site access, circulation, or parking if it resulted in deficiencies necessitating physical improvements to accommodate additional traffic/vehicles generated by the proposed project.

Construction Impacts

Construction-related traffic is of three types: 1) employee vehicles (cars and light trucks), 2) trucks for material delivery and debris removal, and 3) trucks for earth hauling.

The College anticipated that all earth excavated would be used elsewhere on campus and no substantial amounts of fill would be imported to the campus, the third type of construction traffic would remain internal to the campus and would not affect the study intersections. Construction employee trips typically occur outside of the peak hours of adjacent street traffic; the workers arrive on the job site prior to the start of the typical working day and depart before the normal commute PM peak period. Thus the construction employee trips would not coincide with the student and faculty/staff trips to/from campus, and the morning and afternoon peak hours analyzed in this EIR represent the maximum impact of the project trips on the adjacent street system.

To further minimize the potential effects of construction-related traffic on the surrounding street system, the proposed campus development projects will be sequenced over a period of approximately 5 years. This would limit the effects of truck trips delivering materials to the campus construction projects. Thus, truck traffic would be intermittent and vary over the course of the construction period. The greatest amount of truck traffic would likely occur during foundation work due to concrete trucks traveling to and from the campus. This phase of construction, however, would be limited and short term, lasting approximately 2 to 3 weeks per major new building, with most of the daily truck traffic occurring outside the peak traffic periods.

Additionally, the College created temporary construction road approximately parallel to the secondary access road to Jefferson Boulevard (nearing completion). The temporary access road serves as the primary entrance for construction vehicles traveling to and from the campus.

With completion of the North Parking structure (1,500 spaces) parking is sufficient to meet the demand generated by construction workers, staff, and students through completion of the Master Plan projects in 2010. Additional parking would be provided in staging areas for construction-worker vehicles as necessary.

No off-campus road closures are anticipated. However, temporary lane closures along the campus perimeter roads, i.e., Freshman Drive, Sophomore Drive, and Stocker Street, may be required. Therefore, less-than-significant impacts are anticipated.

Traffic Impacts

Under the 2022 cumulative without project conditions, 19 of the study intersections were projected to operate at LOS E or F during the AM or PM peak hours:

- La Cienega Boulevard & Venice Boulevard
- La Cienega Boulevard & Washington Boulevard
- La Cienega Boulevard & Jefferson Boulevard
- Jefferson Boulevard & Higuera Street
- La Cienega Boulevard & Rodeo Road
- Overland Avenue & Culver Boulevard
- Overland Avenue & Jefferson Boulevard
- Jefferson Boulevard & Sepulveda Boulevard (north)
- Jefferson Boulevard/Sepulveda Boulevard & Sawtelle Boulevard
- Overland Avenue & Sawtelle Boulevard
- Sepulveda Boulevard & Jefferson Boulevard/Playa Street
- Sepulveda Boulevard & Centinela Avenue
- La Cienega Boulevard & Centinela Avenue
- La Brea Avenue/Overhill Drive & Slauson Avenue
- La Cienega Boulevard & Stocker Street
- La Brea Avenue/Overhill Drive & Stocker Street
- Buckingham Parkway and Slauson Avenue
- La Cienega Boulevard Northbound Ramp and Slauson Avenue
- Fairfax Avenue & Slauson Avenue

This represents a deterioration in operating conditions from 2004 conditions since, as discussed previously, only 16 of the intersections operated at LOS E or F during one or both peak hours in 2004. Thus, background traffic growth is expected to adversely affect operating conditions in the study area even without consideration of the Master Plan.

The cumulative plus project traffic volumes were analyzed to determine potential future operating conditions and traffic impacts with the addition of incremental project-generated traffic associated with build-out of the College Facilities Master Plan.

Using the applicable significant traffic impact criteria established by City of Culver City, LADOT, and Los Angeles County, it is projected that build-out of the proposed project in 2022 would significantly impact at 17 study intersections, of which 6 intersections are in the City of Los

Angeles, 7 intersections are in the City of Culver City, and 4 intersections are in the Los Angeles County. The significantly affected intersections are as follows:

- La Cienega Boulevard & Fairfax Avenue (City of Los Angeles)
- Jefferson Boulevard & National Boulevard (City of Los Angeles)
- La Cienega Boulevard & Jefferson Boulevard (City of Los Angeles)
- Jefferson Boulevard & Higuera Street (City of Los Angeles)
- La Cienega Boulevard & Rodeo Road (City of Los Angeles)
- La Cienega Boulevard & Centinela Avenue (City of Los Angeles)
- Jefferson Boulevard & Sepulveda Boulevard (north) (Culver City)
- Jefferson Boulevard/Sepulveda Boulevard & Sawtelle Boulevard (Culver City)
- Overland Avenue & Sawtelle Boulevard (Culver City)
- Hannum Avenue & Playa Street (Culver City)
- Sepulveda Boulevard & Jefferson Boulevard/Playa Street (Culver City)
- Buckingham Parkway & Slauson Avenue (Culver City)
- La Cienega Boulevard Southbound Ramp & Slauson Avenue (LA County)
- La Cienega Boulevard Northbound Ramp & Slauson Avenue (LA County)
- Fairfax Avenue & Slauson Avenue (LA County)
- La Brea Avenue & Slauson Avenue (LA County)

In addition, the intersection of proposed second access road/Leahy Street with Jefferson Boulevard would function at LOS E in 2022, and the v/c would increase by more than 0.02; this would also be regarded as a significant impact.

The CMP guidelines require that the first issue addressed be the determination of the geographic scope of the study area. The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the proposed project would add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic.
- All CMP arterial monitoring intersections where the proposed project would add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic.

The following CMP Intersections were further analyzed:

- La Cienega Boulevard & Jefferson Boulevard (City of Los Angeles)
- Overland Avenue & Venice Boulevard (Culver City)
- La Cienega Boulevard & Centinela Avenue (City of Los Angeles)

The proposed project is projected to create a significant impact at one analyzed CMP arterial monitoring intersection (La Cienega/Jefferson) during the both AM and PM peak hours under build-

out scenario (year 2022) with a second access road to Jefferson Boulevard. However, the mitigation program (described below) would mitigate project impact at this location to a level below the CMP threshold criteria. Therefore, the project has no remaining significant impact on the Congestion Management Plan system.

The following freeway segments were analyzed:

- I-10 east of Overland Avenue
- I-10 east of La Brea Avenue
- I-405 north of La Tijera Boulevard
- I-405 north of Venice Boulevard

The 150-trip CMP analysis threshold represents approximately 19% of the 778 inbound trips projected to be generated by the project during the AM peak hour (the highest single directional volume of project trips among all scenarios). Based on the project trip distribution pattern, the project would not add more than 150 peak hour trips in either direction on the section of any CMP analysis segments listed above. Thus no further analysis was required for the CMP mainline freeway monitoring locations.

Transit

The CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes an average vehicle ridership (“AVR”) factor of 1.4 in order to estimate the number of person trips to and from the project and then provides guidelines regarding the percentage of persons trips assigned to public transit depending on the type of use (commercial versus residential) and the proximity to transit services. Since the project site is not located within one-quarter mile of a designated CMP transit corridor, CMP multimodal transportation center, or CMP transit center (the Fox Hills Transit Center is located more than one-quarter mile from the site), the CMP guidelines provide that approximately 3.5 percent of total person trips generated might use public transit to travel to and from the site.

By applying the CMP’s guidelines described above (i.e., converting the vehicle trips to person trips by multiplying by a 1.4 AVR and assuming 3.5 percent transit use), the results indicate that the project could add approximately 42 new transit person trips in the weekday AM peak hour and 38 new transit person trips in the weekday PM peak hour by year 2022. Additional study is not required if the proposed project will not add 50 or more trips during either the AM or PM weekday peak hours.

The project site is served by a number of established public transit routes, with two bus routes traveling into campus directly. These routes connect with other routes at the Fox Hills Transit Center, providing connectivity to public transit services throughout Los Angeles and potentially

distributing project transit trips across numerous routes.

Access

As analyzed in the 2005 FEIR, a second access road is being constructed to improve access to campus and to improve emergency access for the safety of College students and employees.

The constructed roadway (approximately alignment 1d analyzed in the 2005 FEIR) will provide a connection to Jefferson Boulevard at or in the vicinity of Leahy Street and will serve the trips to/from the north, northeast, and northwest of the campus. The second access road is being constructed to City of Culver City industrial collector street standards along the portion near Jefferson. The roadway will have two lanes in each direction from Jefferson southeasterly to the access serving the industrial parcels along the roadway. South and east of the industrial parcels, the road will narrow to one lane in each direction. At the intersection with Sophomore Drive, the Jefferson connector will widen to provide a southbound left turn lane and a right turn lane.

The intersection at the campus loop road will be controlled by a STOP sign with Sophomore Drive having the right-of-way. At Jefferson, the intersection will be controlled by a traffic signal modified to accept traffic from the new roadway.

Parking

The Master Plan proposes a variety of changes to the future parking supply serving the College campus. Major proposed changes included in the 2005 Master Plan were:

- A new parking structure with 1,000 spaces on the site of Lot 8.
- Two new parking structures with 1,950 spaces on sites of Lots 1 and 2.
- Parking along F Street and C Street would be eliminated.
- Lot 5 would be reconfigured for use as a Soccer Field and all parking spaces would be eliminated.

The proposed number of parking spaces on the College campus would increase from approximately 2,128 existing spaces to approximately 4,368 in 2022.

A parking demand study was prepared as part of the initial College master planning efforts. In that study effort, parking occupancy and demand estimates were analyzed for students and faculty throughout the day. The study estimated the peak parking needs to be one space for every 7.3 students and one space per 1.7 faculty/staff. Applying these factors to the proposed campus populations for year 2022, yields a parking demand of approximately 3,324 spaces in year 2022 (based on the student population assumptions used in the 2005 FEIR).

A surplus of about 1,044 spaces (year 2022) was projected with the 2005 Master Plan implementation. Given current thinking with respect to promotion of transit use and alternate forms of transportation, to respond to greenhouse gas legislation, the College is reducing parking in the 2009 Master Plan. Mitigation measures T-29 and T-30 would continue to ensure provision of adequate parking as student population increases.

2009 MASTER PLAN IMPACTS

Trip Generation and Traffic

As previously discussed in Section 2 “Project Description”, while student enrollment projections for the year 2022 have increased compared to what was analyzed in the 2005 FEIR, the *on campus* student and staff population is anticipated to be substantially less in 2022 than anticipated in the 2005 FEIR. The number of enrolled students in 2022 is now anticipated to be 22,360 (compared to the 18,904 students anticipated in the 2005 FEIR); however, 7,060 of these students (31.6%) are anticipated to be using on-line resources and not attending on-campus classes. The result is a decrease in on-campus student attendance to 15,300 students in 2022. Similarly employment projections have dropped resulting in an on-campus employment projection in 2022 of 664 plus another 110 adjunct faculty handling on-line classes (compared to 1,248 on-campus employees identified in the 2005 Master Plan).

Using the new traffic counts collected by traffic engineers at Fehr Peers in 2008, the trip generation characteristics of the College have changed from those used in the 2005 FEIR. The 2005 FEIR used an average rate of 1.41 daily trips per student (0.10 AM peak hour trips per student, 0.09 PM peak hour trips per student), based on recent counts this rate appears to have dropped to 1.33 daily trips per student (0.09 AM peak hour trips per student, 0.08 PM peak hour trips per student). 2008-2009 student enrollment is 10,685, of which 1,922 (18.5%) attend on-line classes. The trips generated at the College are: 11,548 daily trips, 808 AM peak hour trips and 681 PM peak hour trips. See **Table 3.17-4**.

The 2005 FEIR analyzed an increase of 12,115 daily trips (859 AM peak hour trips and 773 PM peak hour trips) compared to the 2004 campus trip generation (14,540 daily trips, 1,031 AM peak hour trips, 928 PM peak hour trips). Using the new on-campus population projections and trip generation, the 2009 Master Plan would result in an increase of 5,751 daily trips compared to 2004 trip generation and an increase of 8,743 daily trips compared to existing trip generation (trip generation at the College has decreased 2,992 trips from 2004 to 2008).

**Table 3.17-4:
Trip Generation 2005 FEIR Compared to Current 2009 Projection**

Year	Student Enrollment/On campus enrollment	Total Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
2004 (2005 FEIR)	10,312/10,312	14,540	1,031	928
2022 (2005 FEIR)	18,904/18,904	26,655	1,890	1,701
2008	10,685/8,708	11,548	808	681
2022 (2009 Supplemental EIR)	22,360/15,300	20,291	1,419	1,197

With this substantial drop in 2022 anticipated on-campus population and slight drop in trips per student, traffic impacts would be less than anticipated in the 2005 FEIR. Thus the 2005 FEIR presents a conservative analysis of traffic and transit impacts. Finally, as discussed above, at least one cumulative project (on the 10100 Jefferson site) has been removed, and it is likely that as a result of the ongoing 2008/2009 financial crisis additional cumulative projects have been delayed if not eliminated, further making the 2005 FEIR analysis conservative. Therefore, no further analysis of traffic impacts is required in this Supplemental EIR. Since the secondary access road is now completed, mitigation measures that assume construction of this access road are the applicable measures from the 2005 FEIR.

Parking

Given current thinking with respect to promotion of transit use and alternate forms of transportation, to respond to greenhouse gas legislation, the College is reducing parking in the 2009 Master Plan. The 2009 Master Plan for parking for the campus includes 1,132 spaces in the South parking structure (completed in 2008) and 1,450 spaces in the North parking structure. In addition, on-street/surface parking would be provided: Childcare (11 spaces), Allied Health and Wellness (17 spaces), and the Grandstand (31 spaces). Total parking is anticipated to be 2,641 spaces.

Using the parking demand rates used in the 2005 FEIR (that are expected to decrease as more people use transit), in 2022 the College is anticipated to have a demand for 2,096 spaces for students and 391 spaces for faculty and staff for a total demand of 2,487. Therefore the campus would have an excess of 164 spaces compared to demand.

A parking facility is perceived by its users to be full when occupancy levels reach 85-95%. Once this level is exceeded, potential parkers find it difficult to find an available space. The effective and efficient turnover of convenient parking spaces is most successful when the supply of spaces exceeds the parking demand for those spaces by 5-15%. With 6.2% more parking than anticipated demand, parking at the College would be adequate.

Mitigation measures T-9 and T-10 would continue to ensure provision of adequate parking as student population increases.

MITIGATION MEASURES

Since the secondary access road is now complete, mitigation measures included in the 2005 FEIR relevant to construction of that roadway are no longer applicable. In addition payments have been made to the City of Culver City and County of Los Angeles as compensation for mitigation measures in their respective jurisdictions identified in the 2005 FEIR. The College is in the process of working with the City of Los Angeles to implement the measures identified for their jurisdiction. Therefore these operational measures are not included in this EIR.

Construction

Construction traffic impacts would be less than significant; nonetheless, the District, in response to public concerns, has agreed to implement the following mitigation measures to ensure that construction traffic impacts would remain less than significant.

T-1: All construction activities shall be undertaken in total and complete conformity with all laws, rules, and regulations imposed by the jurisdiction within which construction activities take place.

T-2: Construction vehicles (i.e., all vehicles participating in any construction work on the College campus and all vehicles hauling materials, debris, or other items relating to the construction projects to or from the College campus) shall comply with applicable regulations of each jurisdiction within which activities take place.

T-3: Parking for construction vehicles, (i.e., construction vehicles as defined in T-2 above) shall be restricted to the designated construction staging and parking sites. No construction vehicles shall be permitted to stand, park, or stage on the campus other than at designated construction staging and parking areas. No construction vehicles shall be permitted to park on the streets surrounding the College campus or stand, park or stage on any Culver City street. All vehicles carrying workers or other people who are involved in the Master Plan projects, must park in campus parking lots (or in designated construction staging and parking sites) and will continue to be absolutely prohibited (via red curb or other means) from parking on Freshman Drive, Sophomore Drive, or Stocker Street or on neighborhood streets.

T-4: During construction of the projects, the District shall ensure that there is sufficient on-campus parking for enrolled students (as well as for staff, construction workers, and other invitees) so as to minimize and dissuade student parking on the residential streets of the surrounding community. Prior to each quarter, the District will prepare a schedule of parking, which estimates the number of on-site parking spaces needed and, demonstrates that at all times there will be an

adequate supply of parking spaces on campus to handle all projected students, employees, construction personnel, and invitees of the College. There will at all times be an adequate supply of parking on campus to handle the needs of the College's students, staff, construction personnel, and guests.

T-5: The District shall keep the community fully and timely informed regarding all upcoming construction activities. At a minimum, this shall include quarterly posting of construction scheduling information for the next quarter on the WLAC website with updates whenever major changes are made that will be implemented prior to the next quarterly report.

T-6: No construction vehicles (as defined in T-2 above) having a gross vehicle weight in excess of 6,000 pounds shall be permitted to use the Overland/Freshman entrance to the College.

T-7: All construction vehicles shall enter campus via the new access road.

Measures related to construction of the secondary access road are no longer necessary as the roadway is completed.

See also Measure N-1.

General Circulation

T-8: If a road is built from La Cienega to an area in close proximity with the College, the District will use due diligence to implement a connection to this road for purposes of campus access. The District shall insure that no such additional access road can be used as a thruway from La Cienega Boulevard to Jefferson Boulevard or Overland Avenue.

Parking

Parking impacts would be less than significant; nonetheless, the District in response to public concerns agreed to implement the following mitigation measure to ensure parking impacts would remain less than significant.

T-9: The District shall prepare a parking plan and take reasonable steps to encourage students to park on the campus rather than on surrounding residential neighborhood streets. The District shall conduct periodic parking surveys during each semester and if it is determined that students are parking on neighborhood streets due to the lack of available parking on-campus, the District shall make such modifications to its parking plan as are necessary to discourage such parking.

T-10: Total on-campus student population at the College shall be capped at 15,300 students (based on a count of actual on-campus students, not "full-time equivalent" students) unless and

until adequate parking is supplied to meet demand.

T-11: The District plans to seek permission from the County of Los Angeles to install parking meters on Freshman Drive, Sophomore Drive and Stocker Streets. Even if permission is given by the County of Los Angeles, the District shall not install parking meters beyond the proposed Phase 1 installation below if such installation will result in students of the College parking on neighborhood streets. To that end, the meters shall be installed in phases, as follows:

- Phase 1 Sophomore Drive: No more than 60 meters
- Phase 2 Sophomore Drive: No more than 60 additional meters
- Phase 3 Freshman Drive: No more than 60 meters
- Phase 4 Stocker Street: Entire street
- Phase 5 Sophomore Drive: No more than 60 additional meters
- Phase 6 Sophomore Drive: Balance of the street
- Phase 7 Freshman Drive: Balance of the street

The District shall proceed in the order shown in the above phasing schedule, so that work shall not begin on a particular phase until after the completion of the meter installations permitted by all of the lower numbered phases. As stated above, the District shall not commence work on any phase after Phase 1 until an appropriate time after the installation of the meters permitted by the immediately prior phase. After the completion of each phase, the District shall conduct a parking survey and solicit comments from residents of the adjoining residential neighborhoods. If it is determined that student parking on neighborhood streets is a significant problem, the District shall not proceed with any further parking meter installation phases until such parking has been stopped.

Intersection Mitigation in Surrounding Jurisdictions

The College has compensated the City of Culver City and County of Los Angeles, and is in the process of determining appropriate actions/payments to the City of Los Angeles for the mitigation measures identified in the 2005 FEIR.

Since the 2009 Master Plan would result in fewer students and therefore fewer impacts, additional mitigation is not necessary.

The 2005 FEIR indicated that after mitigation, project impacts would be mitigated at all locations except:

- Study Intersection 36 – La Cienega SB Ramp/Slauson (in LA County) during the AM peak
- Study Intersection 37 – La Cienega NB Ramp/Slauson (in LA County) during the AM and PM peak

In addition, an unavoidable significant impact would remain at the intersection of the second access road/Leahy Street with Jefferson Boulevard (in the City of Culver City) which would function at LOS E in 2022, and the v/c would increase by more than 0.02.

Since the College does not control the operation of any of the streets or bus systems that serve the campus, the mitigation measures (or in-lieu fees) were (or in the case of the City of Los Angeles will be) provided to the appropriate jurisdictions for their consideration and approval. Where monies rather than improvements are provided, the agencies may choose not to use the monies to implement the 2005 FEIR mitigation measures (either because mitigation is determined infeasible or for other reasons) and therefore significant impacts could continue to occur as identified in the 2005 FEIR. The 2009 Master Plan would have no additional impact beyond what was already identified in the 2005 FEIR.

3.18 UTILITIES

The 2005 West Los Angeles Facilities Master Plan FEIR (2005 FEIR) analyzed impacts of the 2005 Master Plan on utilities including: water availability and supply; wastewater and stormwater conveyance and treatment; solid waste generation and disposal; and energy.

SETTING

Water

The Southern California Water Company (SCWC), a subsidiary of the American States Water Company, currently provides water service to the College. SCWC is a retail water service provider and receives its entire water supply from the Metropolitan Water District (MWD) due to its location within the West Basin Municipal Water District (WBMWD), which is a wholesaling member agency of MWD.

Specifically, the College is within the SCWC Region II Culver City System. This system has contracts with WBMWD and the Central Basin Municipal Water District (CBMWD) to purchase MWD supply water. The supply water delivered to customers in this region is a blend of local groundwater and imported water from the Colorado River or the Bay Delta in northern California.

MWD maintains several sources for supply water delivery to the southern California region and accounts for foreseeable regional growth on municipal water supply; foreseen enrollment growth on the campus is consistent with this accounted regional growth. According to a recent report, MWD concluded that its current policies and practices to diversify supply water and to secure supply reserves allows MWD and its member agencies, such as Southern California Water Company (SCWC), to adjust to changes in water demand and supply and to maintain a reliable and sufficient supply for projected supplemental demands.

The current environmental crisis in the Delta has led to a Federal Court decision that will result in MWD receiving up to 30 percent less of their anticipated State Water Project deliveries. Although water allocations have been deferred for now, the MWD Board has approved significant increases in wholesale water rates to address the increased costs of importing water and purchasing water from others.

Despite concerns about ongoing water shortages and higher costs, MWD has pledged to plan for emergencies and natural disasters throughout the region. The agency has approximately 1.7 million acre-feet in surface and groundwater storage accounts, including Diamond Valley Lake near Hemet, and MWD has over 600,000 acre-feet of storage reserved for emergencies. This reserve of water supplies buffers the severity of a potential shortage, allows for a less severe water shortage allocation if required, and keeps the region prepared for a major earthquake or other events.

Southern California Water Company delivers supply water to the College through a water main that runs north-south along Freshman Drive and is currently distributed throughout the campus via three separate lateral mains that connect with the water main. Two of the lateral mains supply water to the existing Plant Facilities Complex (Plant) on campus. One is a 3-inch lateral, which provides supply water to the Plant, and the other is an 8-inch lateral, which provides water for fire control to the Plant. The third lateral main is a 12-inch combination line that provides supply water and water for fire control to the rest of the campus.

The 12-inch combination line is located to the west and down slope of the existing tennis courts on campus, runs east, and branches off in two directions near B Street. One branch runs north parallel to B Street and then turns east and runs parallel to E Street. The other branch runs south parallel to B Street and turns east at Albert Vera Street and runs up to D Street. At the terminus of D Street, the branch turns north and runs approximately 700 feet to an existing fire hydrant.

This 12-inch combination line provides approximately 3,500 gallons per minute (GPM) at 75 pounds per square inch (PSI) to the campus at the point of connection with the water main. However, the location of this connection is at the lowest elevation point on campus and thus, as the 12-inch combination line heads east uphill, water pressure is reduced due to the loss of elevation head. The College addressed the loss of water pressure by installing several electrical to boost pressure and maintain backup diesel pumps on the College campus for emergency situations. The primary pump is a 10 horsepower centrifugal pump capable of conveying 200 GPM to an elevation 116 feet above sea level (ASL) through a 2-inch pipe. The two backup diesel booster pumps are capable of pumping 400 GPM to an elevation 116 ASL through a 3-inch pipe. With the use of these pumps, the supply water system on campus provides sufficient water pressure to existing facilities.

Wastewater

The City of Los Angeles (City) wastewater system serves over 4 million people within the City and 27 contract cities. The system consists of over 6,500 miles of sewer pipes, 54 pumping plants, and 4 wastewater treatment plants. The wastewater treatment plants collectively are processing 550 million gallons of wastewater per day.

Sewage generated at the College is treated at the Hyperion Treatment Plant in Playa Del Rey, which currently treats 380 million gallons per day (GPD) and has a design capacity of 650 million GPD. Ultimately, the water treated at the Hyperion Treatment Plant is discharged into Santa Monica Bay (Pacific Ocean) via a 5-mile-long outfall pipe. A small portion of this water is reclaimed and used for irrigation.

The solids (i.e. sludge) generated during the treatment process is collected in tanks at the Hyperion Treatment Plant and is anaerobically (i.e., without oxygen) digested by microorganisms in order to

reduce the volume and to produce methane gas for energy recovery. Currently, 100 percent of the resultant sludge is reused as agricultural soil additive, compost, fuel source, and/or chemically treated soil substitute. No sludge is discharged into Santa Monica Bay.

Three major City sewer lines run beneath the campus: (1) the North Outfall Sewer, (2) the North Central Outfall Sewer, and (3) the North Outfall Relief Sewer. The College is currently connected to the North Outfall Sewer by a 10-inch main line that runs north-south through the campus. The North Outfall Sewer is a 10.5-foot, semi-elliptical concrete sewer maintained by the City of Los Angeles Bureau of Engineering. It is part of a larger sewage collection system in the City that transports sewage to the Hyperion Treatment Plant.

The North Outfall Sewer is buried several feet below grade on the campus and is located within a utility easement from Sophomore Drive, proceeds under the track and football fields along B Street, and runs diagonally through Parking Lot 6 and the Plant Facilities yard. Although major structures are not allowed on top of the utility easement, surface paving and landscaping is permitted provided that the College replaces all hardscape elements if access to the North Outfall Sewer is required for maintenance or replacement on campus.

Except for about a dozen local connections, the North Outfall Sewer has been removed from service for cleaning and repairs according to the Bureau of Sanitation. The College sewer connection is one of these connections that have not been removed from service. The current flow within the North Outfall Sewer is 10 million GPD. Upon completion of the clean and repair of the North Outfall Sewer, additional flow may be restored to this line.

Stormwater

The campus has its own private storm drainage system that collects and diverts storm water from the campus and conveys it to the Los Angeles County Department of Public Works (LACDPW) main storm water drainage system. Currently, the LACDPW storm drainage system is designed to accommodate a 10-year frequency storm. The storm drainage system detention basins are able to collect runoff volumes of a 25-year frequency storm. (See also Section 3.11 Hydrology.)

According to the Hydrology Study for the College campus completed on March 21, 2003, the LACDPW has two main storm water drainage lines that service the College campus. One is a 42- to 60-inch reinforced concrete pipe (RCP) wide trapezoidal channel that runs along Freshman Drive. The other is a 21- to 48-inch RCP that run along east of Sophomore Drive and collect storm water above ground flow from Baldwin Hills to the east via a series of riprap and headwall structures and conveys this storm water into an underground storm water drainage system that runs down the centerline of Sophomore Drive. The Los Angeles Flood Control District postulates that 69.3 and 3.8 acres of the 72.0-acre campus are tributary to the Freshman Drive and Sophomore Drive lines, respectively.

The campus storm water drainage system connects with the LACDPW main drainage system underground near the existing entrance to the campus. Storm water is conveyed away from the campus in the LACDPW main drainage system and is discharged into Ballona Creek to the west and then into the Pacific Ocean via an outfall pipe at Marina Del Rey.

Storm water runoff in the north portion of the campus drains into a private campus line that runs north-south along B Street and east next to the Career Education (CE) Building and Science Center. Farther south on B Street, this line connects with another campus private line that runs east-west along Albert Vera Street. The line then connects with the LACDPW main storm water drainage system underground near the existing entrance to the campus.

The campus storm water runoff drains downhill from east to west due to the terraced topography of the campus. According to the Los Angeles Flood Control District, the current discharge rate for the whole campus is 1.24 cubic feet per second per acre (cfs/acre).

Solid Waste

Solid waste in Los Angeles County (County) is collected and disposed of by the Sanitation Districts of the County and by private waste management collectors and disposal facilities. The Sanitation Districts of the County is a confederation of 25 independent special districts serving solid waste management needs for approximately 5.3 million people in the County. The Sanitation Districts of the County service covers about 810 square miles and encompasses 78 cities and unincorporated areas within the County. The role of the independent districts is to provide for disposal and management of solid waste, including refuse transfer and resource recovery.

The solid waste system operated by the County includes sanitary landfills, recycling centers, a materials recovery facility, transfer stations, gas-to-energy facilities, and refuse-to-energy facilities.

Individual cities and private companies also operate landfills and transfer stations. Availability at each landfill and transfer station is limited by several factors. Some of these factors are: (1) restrictions to accept waste only generated within a landfill's jurisdiction or waste shed, (2) tonnage limitations, (3) operational constraints, and (4) corporate objectives of landfill owners and operators.

Most solid waste generated in the County consists of residential, construction, commercial, and industrial waste and is typically hauled directly to Class III landfills. The remainder is often hauled to transfer stations, resource recovery centers, and refuse-to-energy facilities.

At the College, Consolidated Disposal Service, a private waste hauler, collects solid waste generated on the campus. Consolidated Disposal Service collects trash 5 days a week, Monday through Friday, and delivers the waste to Chiquita Canyon Sanitary Landfill located in Valencia, CA, which is a

Class II and III landfill (capable of disposing solid waste and inert solid waste). The CCSL facility consists of two units. Unit 1 collects all solid and inert solid waste with a permitted throughput of 6,000 tons per day. Unit 2 is a composting facility with a permitted throughput of 560 tons per day. The Chiquita Canyon Sanitary Landfill has a remaining capacity of 18.2 million tons and it is estimated that this landfill will close in November 2019 at current disposal rates.

Energy

Southern California Edison (SCE), which provides daily power to 12 million individuals, 285,000 commercial, industrial, and non-profit customers, and 835 cities and communities in central and southern California, provides the College electrical service. SCE is the largest subsidiary of Edison International with a system of over 34,000 circuit miles and 72,000 miles of overhead circuitry maintained by 423 transmission and distribution crews and 12,642 employees.

The College electrical system is fed by SCE power lines to the east via two feeder lines that connect with a vault on Sophomore Drive. One of the feeders meets the current electrical needs of the campus while the second feeder was installed to accommodate the future expansion needs of the campus. The existing electrical system on campus consists of underground service lines of conductors in 4-inch conduit interconnected by vaults that distribute power to the various structures on campus. The existing distribution hardware can handle 4,160 Volts (V) at 1,200 Amperes (Amp).

2005 FEIR IMPACT ANALYSIS

Thresholds

The proposed 2005 College Facilities Master Plan would have a significant (under CEQA) impact on the water supply if it:

Water

- Substantially depletes water supplies;
- Requires new offsite water supply or distribution facilities or expansion of existing facilities, the construction of which would cause a substantial adverse physical change in the environment; or
- Requires new or expanded water entitlements.

Wastewater

- Exceeds the capacity of the existing sanitary sewer system or treatment plant that serves the project site, thereby requiring new or expanded facilities, the construction of which would cause a substantial physical adverse change in the environment; or

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- Exceeds the capacity of the existing sewer system or treatment plant resulting in sewage spills or overflows that would have a substantial physical adverse effect on public health or the physical environment.

Stormwater

- Requires or results in the need for new or expanded water drainage facilities, the construction of which would cause a substantial adverse physical change in the environment.

Solid Waste

- Exceeds the capacity of the landfill(s) serving the project site; or
- Requires or results in new or expanded solid waste disposal facilities, the construction of which would cause a substantial adverse physical change in the environment.

Energy

- Requires or results in the need for new or expanded offsite distribution systems or power generating facilities, the construction of which would cause a substantial adverse physical change in the environment; or
- Requires or results in the need for new or expanded natural gas infrastructure, the construction of which would cause a substantial adverse physical change in the environment; or
- Conflicts with adopted energy conservation plans; or
- Results in wasteful, inefficient, and unnecessary consumption of energy.

Water

According to the SCWC, the campus consumed 67,165 GPD of supply water over the last 3 years. Based on the expected increase in the FTE student population by fall of 2022, water consumption on campus is expected to increase to 107,062 GPD, or 39,897 GPD more than the existing average consumption. The existing capacity of the Metropolitan Water District water supply system (the system in which Southern California Water Company buys water) in an average rain year is projected to be 2,995,230 GPD, and the total demand is projected to be 2,274,000 GPD with a surplus of 721,230 GPD by 2020. This increase of 39,897 GPD equates to approximately 5.5 percent of the Metropolitan Water District surplus by 2020. This increase would not substantially deplete water supplies; require new offsite water supply, distribution facilities, or expansion of existing facilities; or new or expanded water entitlements. Therefore, the proposed improvements would not result in a significant impact to supply water.

Additionally, the Los Angeles Community College District Board, at its March 6, 2002, meeting,

approved to adopt a sustainable building plan that requires new buildings, built with Proposition A funds, include “green” design features to conserve resources and promote a cleaner environment. The “green” design elements are based on the national Leadership in Energy & Environmental Design (LEED™) sustainable building standards. The College intends to plant water efficient landscaping and install high efficiency fixtures. These strategies would further reduce the demand on the water supply and system.

The anticipated increase in water demand from the 2005 Master Plan was determined to be less than significant.

Wastewater

The College currently generates 12.05 million gallons of sewage per year or 33,000 GPD. Based on the expected increase in student population by 2022, the campus would produce 52,955 GPD of sewage for an increase of 19,955 GPD.

According to the LACDPW, the North Outfall Sewer can currently accommodate 10 million GPD. The projected sewage production increase of 19,955 GPD, by 2022, equates to approximately 0.20 percent of the wastewater flow capacity of the North Outfall Sewer. Wastewater that enters the North Outfall Sewer is ultimately treated at the Hyperion Treatment Plant. The Hyperion Treatment Plant currently treats 380 million GPD and has a treatment capacity of 680 million GPD. The increase in sewage at the College would result in a 0.005 percent increase in the amount of wastewater treated at the Hyperion Treatment Plant. This increase would not substantially exceed the capacity of the existing sewer system or treatment plant and thereby require new or expanded facilities, or result in sewage spills and overflows. Therefore, the proposed improvements would not result in a significant impact to wastewater conveyance.

Additionally, the proposed project would follow green, energy efficient, and sustainable design guidelines as set forth in the LEED™ Guidelines. High efficiency wastewater fixtures would be installed during construction; these fixtures would reduce the amount of wastewater generated by the campus.

In a letter dated August 17, 2004, the City of Los Angeles Public Works, Wastewater Engineering Services Division (the “Division”) concurred that there was adequate sewer availability for the proposed project and that the proposed project would be approved by the Division contingent upon obtaining a sewer permit from the Bureau of Engineering.

Stormwater

A hydrological study by Psomas calculated existing discharges into the LACDPW storm drainage system for the site compared to projected site-runoff discharge volumes after the proposed project’s

completion. This study divided the project site into four sub-areas (A-1, A-2, B, and C). Sub-area A-1 contains most of the eastern and southern portions of the site. Sub-area A-2 encompasses the western and central portions of the proposed site with sub-area B just to the north of sub-area A-2. Sub-area C contains Sophomore Road and the northern quarter of the football field. All together the 73.6-acre site is contained in the four sub-areas as follows: 42.2 acres in A-1, 20.5 acres in A-2, 5.9 acres in B, and 4.4 acres in C.

On-site storm drains for sub-areas A-1, A-2, and B would connect to the existing LACDPW storm drainage system in two places along Freshman Drive. Sub-area C connects with the existing system near the intersection with Sophomore Drive and Freshman Drive.

According to the findings of the hydrological study, the proposed project's 25-year storm low rate is higher than the allowable rate for the existing storm drainage system and requires a total on-site storm water detention of 5,837 cubic feet ("cf"). Therefore, there is a need for an on-site storm drainage system with on-site detention structures to collect and convey potential post-construction on-site runoff volumes into the existing storm drainage system.

To reduce the stormwater runoff rate level to an allowable level, the College plans to retain a portion of the storm water on-site by using the proposed new sports field at the lower terrace as a retention basin.

Solid Waste

In 2004, the College generated about 400.3 tons of solid waste per year. Based on the expected increase in the student population, the solid waste generation for the campus is expected to increase to 639 tons of solid waste per year, an increase of 239 tons per year by 2022. This additional solid waste contribution would not exceed existing disposal capacities and, therefore, the proposed project would not result in a significant impact.

The proposed project would also generate additional solid waste during the demolition/construction phase. During construction, existing temporary structures would be removed and disposed of in accordance with AB 75, which mandates a 50 percent reduction of solid waste that is disposed of in landfills for state agencies and large state facilities. Materials that are to be recycled or salvaged during the demolition/construction phase include: (1) glass, (2) concrete, (3) asphalt, (4) steel doors, and (5) bathroom fixtures. Therefore, the proposed improvements would not result in a significant impact to solid waste disposal during the demolition/construction and operational phases of the proposed project.

In order to satisfy AB 75, all demolition debris shall be sorted, by qualified personnel, and stored in specific dumpsters for recyclable and non-recyclable waste. All recyclable waste shall be accounted for, documented, and removed from the proposed project site by a qualified recycling provider.

The proposed project would follow green, energy efficient, sustainable design guidelines set forth in the LEED™ Guidelines, which could reduce the amount of solid waste generated by the College. Additionally, a construction waste management plan would be adopted to recycle or salvage construction, demolition, and land clearing waste generated by proposed construction. A recycling program and facility are already on-campus, which further reduces the amount of solid waste generated by the College daily.

Energy

In 2002, 4.03 million kWh of electricity was consumed at the College. Based on the expected increase in the student population it is expected that the campus would consume 6.45 million kWh of electricity, an increase of 2.03 million kWh by 2022. According to Southern California Edison, the projected electrical load increases required for the proposed improvements are within the parameters of the projected load growth for which Southern California Edison is planning to meet for the proposed project vicinity. Therefore, the proposed improvements would not result in a significant impact on energy supply and infrastructure.

Additionally, the proposed project would follow green, energy efficient, sustainable design guidelines set forth in the LEED™ Guidelines, which would reduce the amount of electricity consumed by the College. The LEED™ Program encourages increasing self-supply of energy through renewable technologies to reduce environmental impacts associated with fossil fuel use. Projects should be assessed for renewable energy potential including solar, wind, geothermal, biomass, hydro, and biogas strategies.

2009 MASTER PLAN IMPACTS

Water

Since adoption of the 2005 Master Plan, as discussed above, the water picture for southern California has changed. MWD supplies have become more constrained as a result of environmental litigation and an on-going drought.

While the 2009 Master Plan does include an incremental increase in developed area, it also includes water conservation features. Additionally, the water demand is based on student population, and since the on-campus population is now anticipated to be less than projected in the 2005 FEIR, water impacts would likely be less than analyzed in the 2005 FEIR.

Wastewater

While the 2009 Master Plan does include an incremental increase in developed area, it also includes

water conservation features which will lead to less wastewater generation. Additionally, wastewater is based on student population, and since the on-campus population is now anticipated to be less than projected in the 2005 FEIR, wastewater water impacts would likely be less than analyzed in the 2005 FEIR.

Solid Waste

While the 2009 Master Plan does include an incremental increase in developed area, solid waste generation is based on student population, and since the on-campus population is now anticipated to be less than projected in the 2005 FEIR, solid waste impacts would likely be less than analyzed in the 2005 FEIR.

Stormwater

As with the 2005 Master Plan, the 2009 Master Plan would require on-site detention of at least 5,837 cf, which would be provided in the new sports fields along Freshman Drive.

Energy

While the 2009 Master Plan does include an incremental increase in developed area, electrical demand is based on student population, and since the on-campus population is now anticipated to be less than projected in the 2005 FEIR, energy impacts would likely be less than analyzed in the 2005 FEIR. Additionally, the campus is exploring alternative energy generation and anticipates meeting most if not all of its energy demand requirements through on-campus solar arrays.

MITIGATION MEASURES

No significant impacts to water supply were anticipated in the 2005 FEIR and the 2009 Master Plan would not increase impacts compared to what was considered in the 2005 FEIR, because the number of on-campus students is anticipated to be less than analyzed in the 2005 FEIR. Therefore, no mitigation is required. However, the following best management practices are proposed to reduce water consumption.

WS-1: New landscaping shall utilize automatic sprinkler systems for landscape irrigation, which shall be adjusted seasonally.

WS-2: Landscaping design shall incorporate native and drought tolerant plants to further reduce irrigation water needs.

WS-3: The College shall install low-flow faucets, toilets, and showerheads in new facilities.

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