WEST LOS ANGELES COLLEGE
2020 WEST LOS ANGELES COLLEGE MASTER PLAN UPDATE

4TH ADDENDUM
2010 FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

State Clearinghouse No. 2004051112

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WEST LOS ANGELES COLLEGE
2020 FACILITIES MASTER PLAN UPDATE
4TH ADDENDUM TO THE 2010 FINAL SEIR

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1.0 INTRODUCTION

1.1 Purpose of the Addendum

The purpose of this Addendum is to evaluate and document the environmental effects associated with the 2020 West Los Angeles College (WLAC) Facilities Master Plan Update (2020 Master Plan Update).

A Facilities Master Plan was approved in 2005 (2005 Master Plan) and subsequently amended in 2010 (2010 Master Plan). An EIR was prepared and certified in 2005 (2005 FEIR) and a Supplemental EIR was prepared and certified in 2010 (2010 Final SEIR). The 2005 FEIR was certified (and the 2005 Master Plan approved) by the Los Angeles Community College District (LACCD) Board of Trustees in January 2005. In November 2008, voters approved Measure J, which included $3.5 billion in bonds to upgrade facilities at the nine Los Angeles Community College District campuses. These additional funds allowed a number of previously unfunded facilities/buildings in the College's 2005 Master Plan to move forward. These bond funds also provided the College an opportunity to make additional minor revisions to the proposed physical improvements. The resultant changes to the 2005 Master Plan were approved in the 2010 Master Plan. The 2010 Final SEIR was prepared to address these changes.

After preparation of the 2010 Final SEIR a number of conditions changed. State Budget constraints reduced the number of students enrolled at State Colleges, including WLAC. With fewer students, the demand for student classrooms at WLAC was reduced compared to what was analyzed in 2010. In addition, the funding available for WLAC was reduced. Therefore, an Amendment to the 2010 WLAC Master Plan was proposed (2013 Master Plan) and an Addendum to the 2010 Supplemental EIR was prepared to address those changes (2014 Addendum). Generally, the 2013 Master Plan Amendments included reductions, and/or elimination of all of the major components included in the 2010 Master Plan. In addition to changes to the Master Plan, changes were proposed to the location of construction staging. The LACCD Board of Trustees approved the 2013 Master Plan Amendment (including proposed changes to staging areas) in January 2014.

Organizational changes extended the timeframe for implementing the 2013 Master Plan. At the time the 2013 Master Plan was approved (January 2014), it was anticipated that all Master Plan construction would be completed in 2016. In 2015 it was anticipated that the 2013 Master Plan would be completed in 2018. Also, in 2015 a few minor changes were made to the Master Plan (2013 Master Plan Amendment). The 2nd Addendum (2016 Addendum, approved March 9, 2016) documented minor refinements to the 2013 Master Plan Amendment including removal of the 10100 Jefferson Boulevard property from the Master Plan (excluding College Boulevard).

A 3rd Addendum (2018 Addendum) was prepared to address modifications to mitigation measures (removal of sound walls and modifications to noise monitoring) and requirements of the Settlement Agreement with the City of Culver City (the third Addendum was approved September 18, 2018).

This 4th Addendum is being prepared to address further refinements to the WLAC Facilities Master Plan (replacement of the library building, refinements to the replacement Plant Facilities and Shops building, additional renovation activities, demolition of a number of additional smaller buildings in the center of campus, extending construction activities through approximately 2028).

The Settlement Agreement Amendment No. 1 includes the following provisions:

13. ***Student Population Traffic Impact Studies and Impacts Exceeding Threshold.*** *The Parties agree to the following contingency regarding student population traffic impact report requirements, even though current projections do not anticipate that the total student enrollment will reach 18,000 by 2022. ("Total student enrollment" is defined as follows: a count of actual students including on-campus, on-line and other off-campus students, but not full-time equivalent students.) The District shall initiate new traffic impact studies once total student enrollment exceeds 18,000 students. Studies shall be planned and undertaken to ensure that impacts are identified and mitigated well in advance of the actual on-campus student population reaching 18,000. The District will study and mitigate any residual traffic impacts that exceed the projected impacts and associated mitigation identified in the 2005 FEIR (based on the on-campus student population of 18,904 students utilized in the 2004 traffic impact report for the 2005 FEIR).*

14. ***On-Campus Student Parking Threshold.*** *Total on-campus student population at the College shall not exceed 10,998 students (based on a count of actual on-campus students, not "full-time equivalent" students) unless and until it is demonstrated that adequate parking spaces are supplied to meet student parking demand. (Using the most recent parking use ratio of one space per seven students, 2,143 spaces should be sufficient to meet the demand from 15,000 on-campus students. It is anticipated there will be 2,650 spaces on-site not including on-street spaces. Current projections indicate that no more than 10,998 on-campus students are anticipated through 2022).*

17. ***Changed Conditions.*** *For any new buildings or structures for which construction has not been commenced by December 31, 2013, the West Los Angeles College Facilities Master Plan ("Master Plan") will be reviewed and updated, and in connection with such update, the District shall be required to reassess whether:*
    a. *The portions of the Master Plan not yet built will have one or more significant effects that were not identified in the FSEIR;*
    b. ***S****ignificant effects of the Master Plan previously examined will be substantially more severe than shown in the FSEIR;*
    c. *Mitigation measures or alternatives to the Master Plan previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project;*
    d. *Mitigation measures or alternatives to the Master Plan which are considerably different from those analyzed in the FSEIR would substantially reduce one or more significant effects on the environment; or*
    e. *Substantial changes have occurred with respect to the circumstances under which the Master Plan was studied in the FSEIR having the potential to trigger a new significant environmental effect or a substantial increase in the severity of previously identified significant effects.*

On-campus unduplicated enrollment is anticipated to be less than 10,000 students through at least 2039.

The 2014 and 2016 Addendums (1st and 2nd Addendums) addressed the 2013 Master Plan that included a number of structures that would start construction after December 2013 -- which triggered the above provision of the Settlement Agreement. The 2018 Addendum (3rd Addendum) addressed modifications to mitigation measures that would result in the same level of mitigation as previously evaluated (removal of sound walls and changes to noise monitoring were not anticipated to result in changes to impacts because all the remaining construction activity was [and continues to be] sufficiently distant from neighboring residential uses).

This 4th Addendum to the WLAC Facilities Master Plan is being prepared to primarily address the one new building now proposed -- replacement of the library (HLRC) building. Other refinements to the WLAC Facilities Master Plan are also proposed (refinements to the replacement Plant Facilities and Shops building, additional renovation activities, demolition of a number of additional smaller buildings in the center of campus, extending construction activities through approximately 2028) and discussed further in **Section 2** below.

1.2 Regulatory Background

An Addendum to an EIR is the appropriate tool to evaluate the environmental effects associated with *minor modifications* to previously approved projects. It is only appropriate, however, if these modifications would not result in new or increased significant adverse impacts.

According to Section 15164(a) of the CEQA 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 subsequent EIR have occurred." Similarly, an addendum may be prepared if only minor technical changes or additions are necessary. A brief explanation of the decision not to prepare a subsequent EIR must also be provided in the addendum, findings or the public record.

Section 15162 of the Guidelines lists the conditions, which would require the preparation of a subsequent 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.

Unlike a subsequent EIR, per Section 15162, a supplement to an EIR may be prepared per Section 15163:

(a) 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 additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

Discussion contained within the *CEQA Guidelines*, relevant to Section 15163, more clearly distinguishes the difference between a subsequent and a supplemental EIR:

> A supplement to an EIR may be distinguished from a subsequent EIR by the following: a supplement augments a previously certified EIR to the extent necessary to address the conditions described in section 15162 and to examine mitigation and project alternatives accordingly. It is intended to revise the previous EIR through supplementation. A subsequent EIR, in contrast, is a complete EIR which focuses on the conditions described in section 15162.

Section 3.0 below, discusses issue by issue how the impacts anticipated for the currently proposed 2020 Master Plan Update would be similar or less than those previously anticipated for the 2010 Master Plan. The mitigation measures included in the 2010 Final SEIR (and Settlement Agreement with Culver City) all remain in effect (as revised and discussed in the 2018 3rd Addendum).

The proposed changes in the 2020 Master Plan Update have been reviewed by LACCD in light of Section 15162 of the *CEQA Guidelines*. LACCD has assessed each of the issues addressed in the 2010 Final SEIR and prior Addendums with respect to how impacts would change. As the CEQA Lead Agency, LACCD has determined that none of the conditions apply that would trigger a Supplemental or Subsequent EIR (see discussion above) and this 4th Addendum to the certified 2010 Final SEIR has been prepared to document currently proposed changes included in the 2020 Master Plan Update.

1.3 Mitigation Measures

The 2010 Final SEIR and subsequent addendums identified the mitigation measures shown in **Table 1-1**. These mitigation measures apply as appropriate to construction activities on the WLAC campus; shaded measures have been completed. **Table 1-2** identifies calculated "trigger" points for implementing traffic mitigation measures in the City of Los Angeles. It is not currently foreseeable that these trigger points would be met and therefore these measures are not anticipated to be needed.

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Aesthetics
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 and is incorporated in the 2009 Master Plan. A Sports Field Lighting Plan shall be designed with input from Culver City (if Culver City so desires). 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 the Sports Field Lighting Plan to be developed) 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. *[As indicated in the*

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2016 Addendum Sports Field Lighting is no longer proposed.]
V-6: Appropriate light mitigation measures shall be employed such that light levels that result from the installation of new lighting for the Master Plan and 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 and feasible. All lighting shall provide adequate cut-off features to prevent spill-over light into the surrounding community. All outdoor lighting shall be dark sky compliant as appropriate.
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.
Air Quality
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 unpaved roads to less than 15 miles per hour.
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.
AQ-15: Use aqueous diesel fuel.
AQ-16: Use cooled exhaust gas recirculation.
AQ-17: Turn off equipment when not in use for longer than 5 minutes.
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: 4) Begin construction activity at 8:00 a.m. (subject to noise restrictions in Measure N-1 which includes interior work allowed between 7 a.m. and 8 a.m. and limited construction activity between 6:00 a.m. and 8:00 a.m.) and end construction activity at 6:00 p.m. (with construction prohibited on Sundays and national 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.
Biological Resources
BR-1 (2005): A focused survey for special-status plant species shall be conducted during the appropriate growing season prior to ground-disturbing activities associated with the second access road.
BR-2 (2005): If any special-status plant species are found within the construction footprint of the second access road, route alignment changes shall be implemented, if feasible, to avoid impacts. Fencing shall be used to demarcate and protect found special-status plant species.
BR-3 (2005): If avoidance as identified in Measure BR-2 above is infeasible, then consultation with CDFG shall be conducted to formulate appropriate mitigation measures, such as salvaging topsoil and collection and storage of seeds for later spreading on-site or at an appropriate alternative mitigation

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site.
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-5 (2005): (In the secondary access road area.) 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.
BR-6 (2005): Within 15 days and again within 72 hours prior to any construction activities along the second access road, a focused survey for coastal California gnatcatcher and burrowing owl shall be conducted by a qualified ornithologist and a biologist with small mammal trapping experience shall conduct a focused survey for the Pacific pocket mouse. All of these species occur in chaparral (e.g., coastal sage and coastal sage scrub) habitats, the dominant habitat types in the Baldwin Hills.
BR-7 (2005): If the presence of any of these three special-status species occurs within the survey area in the vicinity of the (secondary access road) alignment, compensation for the loss of native chaparral should be provided elsewhere within the Baldwin Hills through chaparral restoration/replacement at a 1-to-1 ratio (given the significant disturbance of this area of the Baldwin Hills). Consultation with USFWS and CDFG is also required. If suitable area cannot be found within the Baldwin Hills to restore/replace native habitat, it is recommended that the College consult with USFWS and/or CDFG, depending on federal or state status, about the possibility of buying into a mitigation bank for coastal sage scrub habitat at a 1-to-1 ratio.
BR-8 (2005): An on-site biologist shall be present to monitor construction activities associated with the second access road, flag sensitive habitats, and educate the construction crews about biological concerns.
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.
Archaeological Resources
AR-1 (2005): When access is obtained, the remaining unsurveyed portions of the selected second access road alignment shall be surveyed for cultural resources. All located resources shall be documented, and a report of findings prepared.
AR-2 (2005): A certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, shall monitor all project-related initial ground-disturbing activities in areas of second access road construction.
AR-1: In those areas that are not monitored by an archaeologist and 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 implemented
Paleontological Resources
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, and all areas beyond the bounds of the campus to be disturbed for the proposed second access road construction, regardless of depth. 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.

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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.
Geology/Soils/Seismicity
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 (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.
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 (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 CGS, investigation tasks shall include the following: 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.
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 (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.
Hazardous Materials
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

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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- 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.
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. Buildings within 25 feet of an active, abandoned or idle oil well (200 feet if the well has not been properly abandoned) shall be designed according to recommendations prepared by a licensed civil engineer and approved by the California Division of the State Architect (DSA).
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 (2005): A thorough visual inspection of the proposed roadway alignment shall be conducted to identify and locate all structures, wells, sumps, stained soil, distressed or discolored vegetation, etc., in or surrounding the project site.
HM-8 (2005): Soil sampling and analysis shall be performed to determine the extent of any potential contamination beneath various locations throughout the proposed access road alignment, with an emphasis on areas near oil sumps, wells, and areas of "cutting." This could eliminate construction delays associated with an unexpected discovery of contaminated soil.
HM-9 (2005): (Along the secondary access road.) A limited soil gas survey shall be conducted to identify elevated concentrations of methane and VOCs in shallow soil. The purpose of this survey is to determine if elevated airborne concentrations are present that could pose a health risk to workers and to determine if explosive levels of methane exist near the proposed access road.
HM-10 (2005): If contaminated soil exceeding regulatory limits is encountered as result of HM-8 or HM-9 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.
Hydrology and Water Quality
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. – 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 (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.
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.

TABLE 1-1
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Land Use

LU-1: The College shall either attempt to obtain zoning changes for both R-1 and A-2 zoned areas of the campus, or a change of zoning for the R-1, and a Conditional Use Permit for the A-2 zoned area, or, as permitted by state law, exempt proposed classroom facilities from local zoning control.

Mineral Resources

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.

MR-2: The second access road shall be designed, if possible, to avoid all active oil wells. If avoidance is not possible, the College shall, in consultation with the owner/operator of the affected oil wells, relocate the oil wells or provide other appropriate compensatory mitigation as required by law.

Population and Housing

PH-1: The College shall provide relocation assistance, in accordance with Section 6018 of the Relocation Assistance and Real Property Acquisition Guidelines (California Code of Regulations) and the provisions of the California Relocation Act of 1969 (Government Code §§7260-7277), to businesses displaced by the proposed project.

Noise

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. (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, 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. Without limiting the generality of the foregoing:

- The College shall employ noise-reducing construction practices to comply with existing applicable local and California noise standards.
- Construction activity at or in the vicinity of the College and controlled by the College, shall be limited to the hours of 8:00 a.m. to 6:00 p.m. weekdays and 9:00 am to 4:00 pm Saturdays with construction prohibited Sundays and national holidays. Except limited construction activity shall be permitted between 7:00 a.m. and 8:00 a.m. if all such construction noise-generating activity occurs within the interiors of fully completed building shells (i.e., all exterior walls must already have been completed and roof, windows and doors already have been installed), and provided further that the noise audible outside of the building within which such internal construction is being performed does not exceed Culver City noise standards, and the noise levels do not exceed 55 dBA in multi-family residential areas and 53 dBA in single-family residential areas. On weekdays between 7:00 a.m. and 8:00 a.m., should noise monitors show an increase in noise levels above noise levels described in this measure, and the increase is caused by the College, then construction activities shall be changed to reduce the noise to a level consistent with the requirements of this measure or construction shall be postponed until 8 a.m.
- The College may engage in (1) construction activity at all other times to the extent the construction activity is necessary to address unexpected emergencies that threaten life or property, or (2) limited construction activity (anticipated to be confined to concrete pours and associated work) between 6:00 a.m. and 8:00 a.m. provided that a variance is obtained from the LA County Health Officer for any work between 7:00 p.m. and 7:00 a.m., and further provided that at least two weeks advance notice of such limited construction activity is given by the College Project Manager to the City. The College will also post notice of such limited activity on the College web site. The City will distribute this notice or provide a link to the information on the College website, to the College web group to be established by the City. Noise impacts from such activity shall be mitigated to the extent feasible through the use of sound blankets, and either disabling back-up beepers to the extent permitted by law and if considered not to decrease safety to the workers and public or minimizing the use of back up beepers.
- 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 decommissioned temporary haul road or permanent secondary access road (College Boulevard) 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."]
- Construction noise monitors were installed in residential areas at eight locations around the campus *this number was reduced to six (as a result of theft in 2017). Five monitors (plus one spare to be used upon request of the City/neighbors) is sufficient to monitor construction activities anticipated for the 2018 through 2020 period as proposed activities are central to the campus. (Revised in September 2018).* Said monitors shall be operated continuously throughout the construction phase. The data from these monitors shall be made available on a web site (*wlacnoise.com*). Should such data indicate that campus noise creates a noise environment at the stations in excess of applicable noise standards, noise mitigation measures shall be increased until such standards are met.

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• All construction activity shall be undertaken in total and complete conformity with all laws, rules, and regulations imposed by the City of Culver City on construction activities taking place within its borders. • 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 as shown in Figure 3-15 of the Final SEIR (*refined in Figure 2-5 of this Addendum below*). • Lot 8A (located immediately west of the South parking structure) shall not be used as a construction staging area in connection with any construction activity. • Use of radios on construction sites shall be prohibited to the extent that they can be heard in adjacent residential areas. Graffiti shall be removed promptly from campus areas during construction. • Each construction site shall be organized to minimize backing up that results in excessive beeping. • Construction truck traffic on College Boulevard shall not cause noise levels to increase by more than 3 dBA at the nearby residences. If construction truck traffic causes noise levels to increase by more than 3 dBA, additional mitigation will be applied until this level is met.
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. *For the 2018 to 2020 period it is not anticipated that these temporary noise walls are needed to reduce noise from construction activities at the remaining interior construction sites on campus; however for construction projects within 400 feet of sensitive receptors, temporary individual barriers (6 feet to 8 feet tall) will be used, as appropriate, at specific construction sites and/or pieces of equipment to interrupt line of sight and ensure that noise levels do not exceed thresholds of significance. (Revised in September 2018.)*
N-3: Concurrently with the commencement of construction activities relating to (i) the Lot 8 parking structure, and (ii) the temporary access road, respectively, the District shall construct: 1. an appropriate earth berm between Stocker Street and the properties to the south of the College; the berm shall be fully landscaped and include a watering system, and 2. an appropriate earth berm between the site of the temporary and permanent second access road and the neighboring residences; the berm shall be fully landscaped and include a watering system. All berms shall be designed in accordance with the best accepted noise and other mitigation standards to minimize the intrusion of construction, road, and campus noise and light into the surrounding community and shall be landscaped so as to be aesthetically pleasant from both surrounding community and campus perspectives.
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 Hotline will be staffed by a fulltime employee (liaison) during construction hours. The District shall respond to identified concerns as soon as feasible and a response reporting actions taken shall be provided to callers in a timely manner, usually within 24-hours or on the first business day following a weekend or holiday. In accordance with better practices, after six months of operation, the Parties shall assess the effectiveness of the Mitigation Hotline and shall make adjustments as required.
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.
N-6: Operational activities, including the recycling center, shall comply with applicable California and existing noise standards of Los Angeles County and the City of Culver City.
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.
There is no Measure N-8.
N-9 (2005): Prior to relocating the recycling center, the District shall invite HOA members to review the design, inspect existing operations, and comment about the recycling center. The design for the relocated recycling center shall utilize the same equipment and be comparable to that of the recycling center on the Santa Monica Pier, which the District has shown to certain HOA representatives.
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 (including solid backing that rises above the seated audience to block sound). – new public address systems shall have speakers that are oriented away from adjacent residences and with a maximum amplified sound level of 60 dBA at the property line of adjacent residential uses. – 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.

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N-12: The District shall identify an employee/employees or authorized agent(s) to serve as the College's Community Liaison who shall be available to respond to questions or concerns from the surrounding community concerning campus operations (campus activities and other matters relating to the College campus and the roads surrounding the campus) and construction activities on the campus and facilitate, to the extent feasible, the prompt resolution of any issues that may arise relating to such matters. The Community Liaison shall be available during business hours (8:00 am to 5:00 pm Monday through Friday excluding official holidays) to respond to community concerns in a timely manner. The Community 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 an event in accordance with District rules and regulations. The District shall identify an employee or authorized agent to serve as the College's Special Events Liaison, who shall be available onsite to respond to community concerns in a timely manner during special events. Any questions or concerns from the surrounding community concerning the College campus special event activity during the time such activity is taking place shall be addressed by calling the College campus Sheriff's Office. Sheriff's Office staff will assess the question or concern and, as appropriate, cause the Special Events Liaison to take necessary actions.
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. Any questions or concerns from the surrounding community concerning the College campus special event activity during the time such activity is taking place shall be addressed by calling the College campus Sheriff's Office. Sheriff's Office staff will assess the question or concern and, as appropriate, cause the Special Events Liaison to take necessary actions.
N-14: As feasible, all special events shall be noticed at least two weeks in advance on the WLAC website. At the same time notice shall be given to the City of Culver City which will, as resources allow, disseminate electronically to all interested City of Culver City residents that have signed up on the City's website to receive such notices, that a new notice for a special event has been posted 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.
There is no measure N-16.
N-17 (2005): Prior to relocating the Recycling Center the College will have a comprehensive CEQA-like environmental analysis prepared. Mitigation measures will be identified for any item noted as needing mitigation. The results of the analysis and list of planned mitigation measures will be shared with the HOAs. An opportunity for consultation with the HOAs will be provided prior to initiating the relocation of the recycling center to allow for alternate suggestions or improvements on the proposed mitigation measures.
Public Services
PS-1: The College shall obtain construction permits if and where required by adjoining jurisdictions where the proposed access roads meet public rights-of-way.
PS-1: The College shall regularly notify the LACoFD and 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 LASD for review and comment.
PS-3: Upon completion of each structure, the College shall provide the LASD and CCPD with a diagram of each building, including access routes and additional information that might facilitate police response.
FP-1: The College shall obtain construction permits if and where required by adjoining jurisdictions where the proposed access roads meet public rights-of-way.
FP-1: The College shall regularly notify the LACoFD and CCFD of project construction activities and schedules.
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.

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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 applicant consults with LACoFD to determine adequate fire-flow rates for a proposed building, the applicant shall provide notice to CCFD. This notification will provide the CCFD with an opportunity to comment on the fire-flow rates for the project.
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.
Transportation, Circulation and Parking
T-1: All transportation construction activities shall be undertaken in total and complete conformity with all applicable state, county and city laws, rules, and regulations.
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.

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T-7 (2005): The District shall construct a temporary access road connecting the north side of the College campus to Jefferson Boulevard and shall construct said temporary access road at a location in close proximity to the designated permanent second access road. Said road shall be designed to minimize the noise and air pollution that will be heard and experienced by residential neighbors and shall remain in service until the District constructs the permanent second access road. The temporary access road shall be used only for construction purposes, and the College shall prohibit it from being used for other purposes, including student access to the campus or as a shortcut from Jefferson Boulevard to Overland Avenue.
T-8 (2005): No Master Plan construction activities of any kind or nature shall be permitted on the College campus unless and until either the temporary access road or the permanent second access road has been completed and is fully operational.
T-7: All construction vehicles shall enter campus via the new secondary access road; all large trucks with more than two axles shall enter the access road by traveling west on Jefferson Boulevard and making left turns onto the new road.
T-7A: Mitigation Measures from the 2005 FEIR required for City of Los Angeles intersections (T-12, T-13, T-14, T-20, T-23) shall be complied with to the satisfaction of the City of Los Angeles. *Measures shall be implemented prior to the number of new trips from WLAC reaching a level that would impact each intersection. [Revised in 2016 Addendum; to be implemented as appropriate consistent with SB 743.]*
T-11 (2005): Add ATCS signal technology to Jefferson/National (City of Los Angeles).
T-12 (2005): Add northbound right turn lane to La Cienega Boulevard at Jefferson (City of Los Angeles).
T-13 (2005): At Jefferson/Higuera intersection (City of Los Angeles), restripe the four westbound approach lanes of Higuera Street to provide two left-turn lanes, one optional through and left-turn lane, and one right-turn lane.
T-14 (2005): At La Cienega/Rodeo intersection (City of Los Angeles), add a southbound right lane on la Cienega.
T-15 (2005): To alleviate Jefferson/Duquesne (Culver City) convert existing right-turn lane on the westbound approach to a shared through-right lane.
T-16 (2005): To alleviate Overland/Jefferson (in the City of Culver City), add Culver City Bus to Line 3.
T-17 (2005): Install a traffic signal at Overland/Sawtelle (City of Culver City).
T-18 (2005): At the Hannum/Playa intersection in the City of Culver City, restripe the northwest-bound center lane on Hannum as an optional left- or right-turn lane and slightly widen the receiving northeast-bound lane on Playa Street.
T-19 (2005): To relieve the significant impacts at La Cienega SB Ramp/Slauson and La Cienega NB Ramp/Slauson (both in LA County), add a bus to MTA Line 108 and MTA Line 358.
T-20 (2005): To alleviate La Cienega/Fairfax (City of Los Angeles) add a bus to MTA Line 439.
T-21 (2005): To alleviate Jefferson/Duquesne, and Jefferson/Sepulveda North, Jefferson/Sepulveda/Sawtelle, Sepulveda/Playa/Jefferson (all in the City of Culver City) add a Culver City Bus to Line 4.
T-22 (2005): To alleviate Buckingham/Slauson (Culver City) add a bus to MTA line 108.
T-23 (2005): La Cienega/Centinela (City of Los Angeles) -- restripe the southbound approaching lane to provide an additional left-turn lane.
T-24 (2005): To alleviate La Cienega SB Ramp/Slauson, La Cienega NB Ramp Slauson, Fairfax/Slauson and La Brea/Overhill/Slauson (all in LA County), add one bus per hour to MTA lines 108, 358 and 439.
T-25 (2005): For the secondary access road, although the City of Los Angeles will not permit access to its property until its proposed air filtration plant is completed, the District shall pursue efforts to acquire the other necessary property interests and commence construction of the road shortly after the City of Los Angeles has made its property available.
T-26 (2005): The District shall not occupy or otherwise use any of the classroom or other buildings to be constructed as part of the project unless and until the second access road is fully completed and open to traffic.
T-27 (2005): The second access road shall be designed (note: the actual alignment for the second access road, will, at no point, be located substantially closer to the existing townhomes and condominiums in the Raintree complex than Alignment 1d) and maintained in such a manner (possibly including the installation of physical barriers such as gates or bollards on said road or on other roads surrounding the College) that it is impracticable at all times (except in the case of an emergency, when the gates could be opened or the bollards lowered) to use the second access road as a shortcut from Jefferson Boulevard to Overland Avenue.
T-7B: The following contingency has been agreed to with the City of Culver City, even though current projections do not anticipate the student population reaching 18,000: LACCD will study and mitigate any residual traffic impacts that exceed the projected impacts and associated mitigation identified in the 2005 FEIR (based on an *on-campus* student population of 18,904 students); LACCD shall initiate new studies once total student enrollment (based on a count of actual students, not full time equivalent, but *including on-line and other off-campus students*) exceeds 18,000 students. Studies shall be planned and undertaken to ensure that impacts are identified and mitigated well in advance of the actual on-campus student population reaching 18,000. *A new traffic study will be required for any elements of the 2013 West Los Angeles College Master Plan for which construction will not be completed by 2022. [Revised in 2016 Addendum; to be implemented as appropriate consistent with SB 743.]*
T-7C: College Boulevard shall be closed from 11:00 p.m. to 6:00 am. The District shall attempt to maintain College Boulevard in such a manner that it is impracticable at all times (except in the case of an emergency), to use College Boulevard as a cut through from Jefferson Boulevard to Overland Avenue. If the District and the City of Culver City determines College Boulevard is being used as a cut through from Jefferson Boulevard to Overland Avenue, then the District and the City of Culver City will work with the Los Angeles County to install appropriate traffic control mechanisms to further discourage cut through traffic. Appropriate traffic control measures may include a traffic light with left turn only allowed in the southbound direction and no left turn allowed in the northbound direction and/or signage restricting turn movements at the intersection of College Boulevard and Sophomore or speed humps. All of which requires approval by Los Angeles County prior to implementation.
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.

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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 not exceed 10,998 students (based on a count of actual on-campus students, not "full-time equivalent" students) unless and until it is demonstrated by additional parking impact analysis that adequate parking spaces are supplied to meet student parking demand. (Using the most recent parking use ratio of 1 space per 7 students, 2,143 spaces should be sufficient to meet the demand from 15,000 on-campus students. It is anticipated that there will be 2,650 spaces on-site not including on-street spaces. Current projections indicate that no more than 10,998 on-campus students are anticipated on-campus through 2022.)
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.
Utilities
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.

TABLE 1-2
TRIGGER POINTS FOR IMPLEMENTATION OF TRAFFIC MITIGATION MEASURES

Intersection	Total Number of Trips Not to be Exceeded Before Mitigation is Required (new/total)		Number of Students On-Campus Using 2008 Trip Gen*	Approximate Year Currently Anticipated to Occur**
	AM Trips	PM Trips		
Jefferson/National	81/ 1,009	72/ 897	11,212	2021 - 2022
La Cienega at Jefferson	405/ 1,333	360/ 1,185	14,812	2029-2030
Jefferson/Higuera	180/ 1,108	160/ 985	12,312	2024-2025
La Cienega/Rodeo	405/ 1,333	360/ 1,185	14,812	2029-2030
La Cienega/Fairfax	405/ 1,333	360/ 1,185	14,812	2029-2030
La Cienega/Centinela	495/ 1,423	440/ 1,265	15,812	Never

* Sensitivity analysis conducted generally in increments of 500 to 1,000 students. For some locations, more detailed analysis was conducted to find target closer to impact trigger.
** Assuming 3.2% annual compounded growth rate.

1.4 CEQA Guidelines Updates

Since certification of the 2010 Final SEIR, the CEQA Guidelines were revised to include separate analysis of impacts to Energy, Tribal Cultural Resources and Wildfire. Impacts to Energy were analyzed in Section 3.18 Utilities of the 2010 Final SEIR. Section 3.7 Archeological Resources of the 2010 Final SEIR included analysis of tribal cultural resources. Fire protection in general is discussed in the 2010 Final SEIR in Section

5.16 Public Services and discussed in prior addendums and this 2020 Addendum, under Hazards. The WLAC is urban in nature and the proposed changes to the Master Plan are all internal to the campus and would not exacerbate wildfire-related conditions.

In January 2018, the California Office of Planning and Research transmitted its proposal for the comprehensive updates to the Guidelines to the California Natural Resources Agency. Among other things, this package included proposed updates related to analyzing transportation impacts pursuant to Senate Bill 743, proposed updates to the analysis of greenhouse gas emissions, and revised Guidelines section 15126.2, subdivision a, in response to the California Supreme Court's decision in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369. The updated Guidelines became effective in December 2018. The revised Guidelines only apply to a CEQA document if the revised Guidelines are in effect when the document is sent out for public review. (Guidelines, § 15007, subd. (c).)

1.5 Incorporation by Reference

The following documents were used in the preparation of this Addendum, and are incorporated herein by reference, consistent with Section 15150 of the *Guidelines*:

- West Los Angeles College, *2005 Final Environmental Impact Report for the West Los Angeles College Facilities Master Plan*, January 2005.
- West Los Angeles College, *West Los Angeles College 2009 Master Plan, Final Supplemental Environmental Impact Report*, including *Errata*, August 11, 2010.
- West Los Angeles College, *Addendum to Final Supplemental Environmental Impact Report, 2013 Modifications, West Los Angeles College Master Plan*, January 15, 2014.
- West Los Angeles College, 2nd *Addendum to Final Supplemental Environmental Impact Report, 2013 Master Plan Update, West Los Angeles College Master Plan*, March 9, 2016.
- West Los Angeles College, 3rd *Addendum to Final Supplemental Environmental Impact Report, West Los Angeles College Master Plan Update*, September 18, 2018.

These documents are available for review during regular business hours at WLAC.

1.6 Summary of Effects

In Section 3.0 of this Addendum, an analysis has been conducted of the potential effects associated with the proposed 2013 Master Plan Update and implementation schedule. Upon review of the potential environmental impacts associated with the 2020 Master Plan Update, it was determined that the 2020 Master Plan Update and associated implementation schedule would not result in new significant adverse impacts that were not previously disclosed in the 2010 Final SEIR. Therefore, the proposed 2020 Master Plan Update would not trigger any of the conditions that require the preparation of a Supplemental EIR or Subsequent EIR as outlined in Section 15162 of the *CEQA Guidelines*.

2.0 PROJECT DESCRIPTION

2.1 Background / Location

West Los Angeles College (College or WLAC) is one of the nine campuses of the Los Angeles Community College District (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 campus. The area east of the project site is also located within unincorporated Los Angeles County.

The College campus occupies approximately 72 acres 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 and the Baldwin Hills oil fields located generally to the east of campus. 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 the College 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 (I-10) is approximately 1.6 miles north of the College. Local access to the College campus is provided by Overland Avenue to the south and College Boulevard from Jefferson Boulevard to the north.

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. In the City of Culver City, multi-family residential uses are located immediately west and northwest of the College, while single-family residential uses are located to the south of the College. The Baldwin Oil Fields border the College on the east; the area is undeveloped and contains several dirt roads. Further east are the City of Los Angeles residential communities of Ladera Heights and Baldwin Hills.

2.2 West Los Angeles College Facilities Master Plan

A number of minor changes are included in the 2020 Master Plan Update. In general, the changes result in the demolition and replacement of the library, additional demolition of smaller bungalows and storage buildings, along with minor changes in building areas, and revisions to construction timeframes.

The changes included in the 2020 Master Plan Update are as follows:

- Demolition of existing four-story Library (HLRC) building (64,251 gross square feet) and construction of a new four to five-story building (up to approximately 65,000 gross square feet).

- Renovation of the following: 18,115 square feet of the Fine Arts B Building (FAB), 2,168 square feet of the Math and Science Building A (MS-A), and 7,997 square feet of the Student Services Building (SSB).

- The replacement building for the existing Facility Workshop has changed. The new building is variously referred to as the Facilities Maintenance Office – FMO, or Maintenance and Operations

office -- M&O, or Plant Facilities and Shops Replacement. Previously the new replacement building was proposed to be 16,090 square feet. It is now proposed to be 15,943 square feet. A temporary tent of similar areas is located in Lot 7. The existing temporary tent will be removed along with the existing workshop building (13,942 square feet existing).

- Demolition of classroom buildings CE-A and CE-B (37,552 gross square feet total) is now newly proposed.

- Demolition of the Science Center (8,750 gross square feet) is now newly proposed.

- In addition to the above buildings to be demolished/removed, a number of smaller bungalows previously slated for demolition (Greenhouse Blockhouse, A-9, A-10, B1-1, B1-2, B4, B5, B6, B7, B12, T1 – totaling 38,851 square feet), as well as temporary structures (e.g. Bungalow D-10 – 5,000 square feet and the Facilities tent in Lot 7) continue to be proposed to be removed/demolished over time (see **Table 2-1**).

- A number of previously conceptually identified infrastructure projects have been defined and remain to be completed including a number of stormwater projects that would start construction in the Summer of 2021 and would each require three to six months of construction activity (bio-swale west of the football field grandstand; resurface PE parking lot and potentially add a bio-swale to the west of that as well as an inlet southeast of Lot 4; add bio-swale south of Lot 5; add bio-swale west and southwest of baseball field); several gas line projects are also proposed.

- Construction is now anticipated to be further reduced in intensity and spread over more years with construction now anticipated to extend through 2028.

As discussed in the prior addendums to the 2010 Final SEIR, a number of construction projects anticipated in the 2010 Master Plan were cancelled or substantially reduced in size and some of the areas previously anticipated to be construction sites have been, and continue to be, proposed to be used for construction staging for the remaining construction projects. The 2020 Master Plan Update includes one new building (the library replacement), several small renovations, demolition of a number of small (including temporary) structures and buildings, a new configuration for the previously proposed Facilities Workshops and three small renovation projects.

As for previous demolition and construction activities, all associated traffic will use College Boulevard to access and egress the campus.

Table 2-1 compares building areas existing in 2003 (before the current master planning process began), the 2005 Master Plan, the 2010 Master Plan the 2013 Master Plan (as refined in 2016) and changes proposed in the 2020 Master Plan Update. **Table 2-1** identifies the changes included in the 2020 Master Plan Update and schedule for the remaining construction activities.

Figure 2-1 shows the 2010 Master Plan, **Figure 2-2** shows the Previous Master Plan Update (2013, Refined in 2016); **Figure 2-3** shows the Remaining (Including Newly Proposed) Demolition; **Figure 2-4** shows the 2020 Master Plan Update. **Figure 2-5** shows Staging Areas for Remaining Demolition and Current Construction.

TABLE 2-1
WEST LOS ANGELES COLLEGE CAMPUS BUILDING AREAS (gsf)

No.	Building Abbrev.	Function	Existing 2003[a] (sf)	2005 FEIR (sf)	2010 FSEIR (sf)	2013/ 2016 MP (sf)	2020 MP (sf)	Schedule
Pre-Master Plan Buildings								
1	A1	ASO Lounge	1,888	0	0	0	0	Demolished.
2	A2	Storage	360	0	0	0	0	Demolished.
3	A3	Storage	1,055	0	0	0	0	Demolished.
4	A4	Offices	2,132	0	0	0	0	Demolished.
5	A5	ASO Offices	1,848	0	0	0	0	Demolished.
6	A6	Food Pavilion	2,921	0	0	0	0	Demolished.
7	A8	Bookstore	7,230	0	0	0	0	Demolished.
8	A9/A10	ASO/Offices	8,160	0	0	0	0	To be demolished 2023
9	A12	Offices	7,280	0	0	0	0	Demolished.
10	A13	Offices	11,189	0	0	0	0	Demolished.
11	A14	Storage	587	587	0	587	587	
12	A15	Facilities	1,992	1,992	0	1,992	0	To be demolished 2023
13	A16	Facility Workshop	13,942	13,942	0	13,942	0	To be demolished 2023
14	ATA	Classroom	22,947	22,947	22,947	22,947	22,947	
15	ATB	Classroom	28,638	28,638	28,638	28,638	28,638	
16	ATC	Airplane Eng Test	3,043	3,043	3,043	3,043	3,043	
17	B1	Offices / Mailroom & Reprographics	4,279	4,279	4,279	0	0	To be demolished 2/2025
18	B2	Toilets	1,072	0	0	0	0	Demolished
19	B3	Math Classroom	1,956	0	0	0	0	Demolished
20	B4	Offices / Classrm	8,558	8,558	8,558	0	0	To be demolished 2023
21	B5	Offices / Classrm	8,558	8,558	8,558	0	0	To be demolished 2023
22	B6	Offices	1,958	0	0	0	0	To be demolished, 1/2028
23	B7	Restrooms	800	0	0	0	0	To be demolished 2023
24	B8	Classroom	4,143	0	0	0	0	Demolished.
25	B9	Classroom	4,147	0	0	0	0	Demolished.
26	B10	Classroom	5,826	0	0	0	0	Demolished.
27	B12	Food storage	1,125	1,125	1,125	1,125	0	To be demolished, 2/2025
28	C1	Avengers Lockers	9,836	9,836	9,836	9,836	9,836	
29	C2	Storage	2,045	2,045	2,045	0	0	Demo schedule TBD.
30	C3	Sheriff	1,836	1,836	1,836	0	0	To be demolished 6/2020
31	CDC	Child Development	14,000	14,000	14,000	14,000	14,000	
32	CE-A, CE-B	Career Education	37,552	37,552	37,552	38,778	0	To be demolished 2023
33	CP	Central Plant Ph II	5,066	5,066	5,066	5,066	5,066	Completed.
34	FAA	Fine Arts A	9,380	9,380	9,380	9,380	9,380	
35	FAB	Fine Arts B	36,433	36,433	36,433	36,433	36,433	18,115 sf renovation, 2022 - 2023
36	HLRC	Library	64,251	64,251	64,251	69,078	0	To be demolished 12/2027
37	PEC - N	PE Men's	21,885	21,885	0	21,885	21,885	
38	PEC	Physical Education	25,350	25,350	0	25,350	25,350	
39	PEC - S	PE Women's	17,492	17,492	0	17,492	17,492	3,350 sf reno. Completed.
40	PE-BB	Baseball Storage	250	250	0	250	250	
41	PE-RR	Baseball Restrooms	214	214	0	214	214	
42	PH	Pump House	1,114	1,114	1,114	1,114	1,114	
43	SC	Science Center	8,750	8,750	8,750	8,750	0	To be demolished 2/2025
44	WSE	West Side Ext (R7)	1,907	1,907	0	1,907	0	Demolished.
45	T-1		1,009	1,009	1,009	1,009	0	To be demolished 2023
46	GLH	Green Lath House	1,340	1,340	1,340	1,009	0	To be demolished 2023
Subtotal			**417,344**	**353,379**	**269,760**	**295,264**	**196,235**	

TABLE 2-1
WEST LOS ANGELES COLLEGE CAMPUS BUILDING AREAS (gsf)

No.	Building Abbrev.	Function	Existing 2003[a] (sf)	2005 FEIR (sf)	2010 FSEIR (sf)	2013/ 2016 MP (sf)	2020 MP (sf)	Schedule
2010 Master Plan Buildings								
1	SPS	South Pkg Structure	n/a	1,000 sp	1,132 sp	993 sp, 301,700 sf	993 sp, 301,700 sf	Completed.
2	GS	Grandstand	n/a	1,500 sts	1,378 seats	1,378 seats	1,378 seats	
		Restrooms	n/a	4,000	1,700	1,713	1,713	Completed.
3	MS-A MS-B	Math & Science	n/a	85,200	86,000	86,316	86,925[e]	2,168 gsf renovation MS-A; 2023
4	SSB	Student Services	n/a	84,400	50,000	56,110	50,470[f]	7,997 gsf renovation; 2023
5	GC	General Classroom	n/a	46,000	46,000	50,298	44,604	Completed.
6	NPS	North Pkg Structure	n/a	1,950 sp.	1,458 sp.	0	0	
7	PFC	Offices	n/a	14,000	9,700	0	0	
		Facility Workshops	n/a	0	23,900	16,090	15,943	Tent constructed in 2014 in Lot 7; new construction 7/2022-3/2024
8	TLC	Teaching Learning Ctr.	n/a	40,000	87,500	0	0	
9	WC	Watson Center	n/a	63,900[c]	60,000[c]	0	0	
10	SU	Student Union	n/a	0	12,000	0		
11	AHW	Allied Health &Wellness	n/a	0	141,000	0	0	
		Baseball	n/a	0	7,500			
		Softball	n/a	0	1,400			
		Restrooms	n/a	0	400			
12	CC	Community Center	n/a	12,000	0	0	0	
Sub-total[b]			**0**	**349,500**	**527,100**	**210,527**	**199,665**	
Building Included in the 2005 EIR but Not Built								
1	PE X	Phys. Ed Expansion	0	20,000[d]	0	0	0	
2013 Master Plan Buildings								
1	TLC2	TLC 2	0	0	0	50,125	50,125	Under construction. Thru 8/20
2	WC2	Watson Center 2	0	0	0	19,948	19,948	Under construction. Thru 8/20
3	DS	PE Dance Studio	0	0	0	4,400	4,400	Completed.
4	CPN	Central Plant North	0	0	0	4,000	5,066	Completed.
5	PFW	Plant Fac. Warehouse	0	0	0	7,500	7,700	Completed 4/20
6	FOB	Faculty Office Bldg	0	0	0	43,000	43,000	Currently unfunded.
7	SSA	Student Service Annex	0	0	0	24,000	24,000	Currently unfunded.
8	CPAC	Com. Perf. Arts Ctr	0	0	0	13,000	13,000	Currently unfunded.
Subtotal			**0**	**0**	**0**	**165,973**	**167,239**	
2020 Master Plan Update Buildings								
1		HLRC Replacement	0	0	0	0	65,000	2024 to 2026
2		Green Lath House	0	0	0	0	1,340	2023
Subtotal			**0**	**0**	**0**	**0**	**66,340**	
Grand Total			**417,344**	**702,879**	**796,860**	**671,764**	**629,479**	

Notes:
Table does not include small storage containers or temporary buildings including Bungalow D10 (5,000 sf) constructed in 2012 as part of Master Plan programming.
[a] Existing building GSF has been amended to match the 2019 Space Inventory survey. If a building was demolished prior to the Space Inventory survey, the GSF total has not been altered.
[b] Subtotal (and totals) do not include GSF for 'South Parking Structure,' 'Grandstand', and 'North Parking Structure'.
[c] Approximately 330 seats in 2005, 345 seats in 2009
[d] Drawn as 20,000 square feet on Master Plan map but area not identified in 2005 FEIR and therefore not included in total.
[e] SMB now consists of MS-A (72,813 gsf) and MS-B (14,112 gsf); 2,168 gsf is proposed to be renovated as part of the 2020 Master Plan Update.
[f.] SSB was constructed at 50,470 gsf; 7,997 gsf is proposed to be renovated as part of the 2020 Master Plan Update.
SOURCE: BuildLACCD, Stir Architecture and WLAC 2020

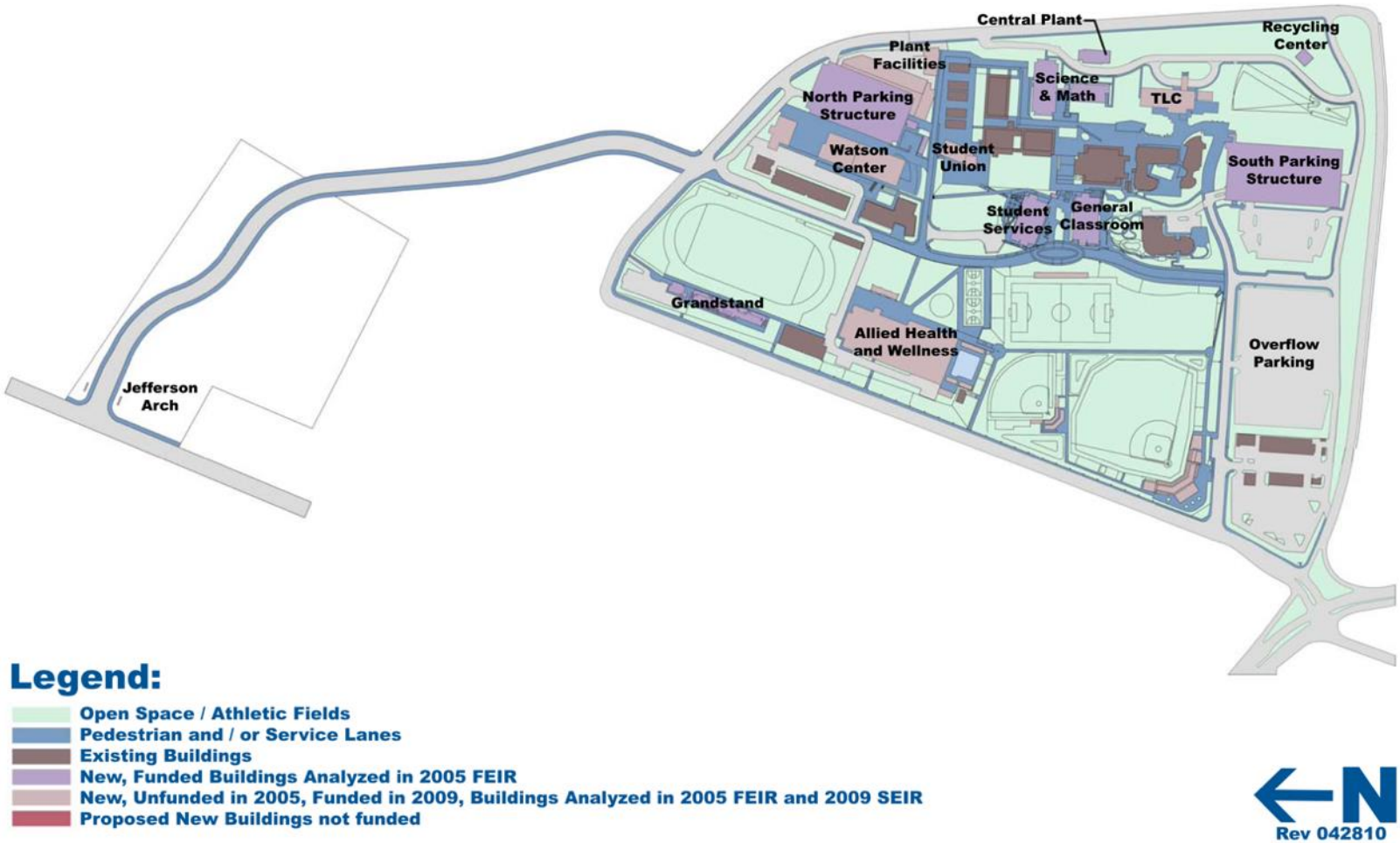

Figure 2-1
2010 Master Plan

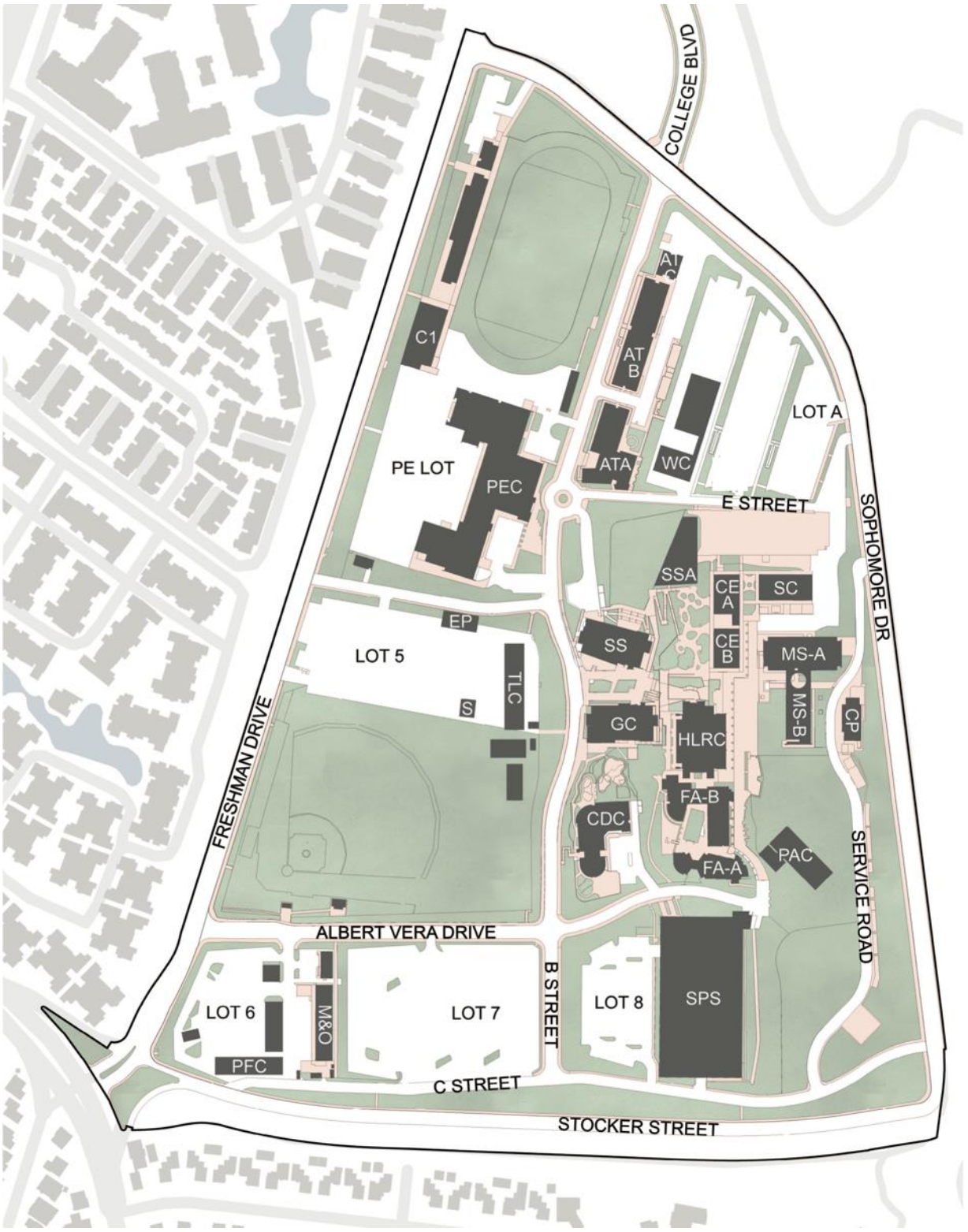

Figure 2-2
Previous Master Plan (2013, as Refined in 2016)

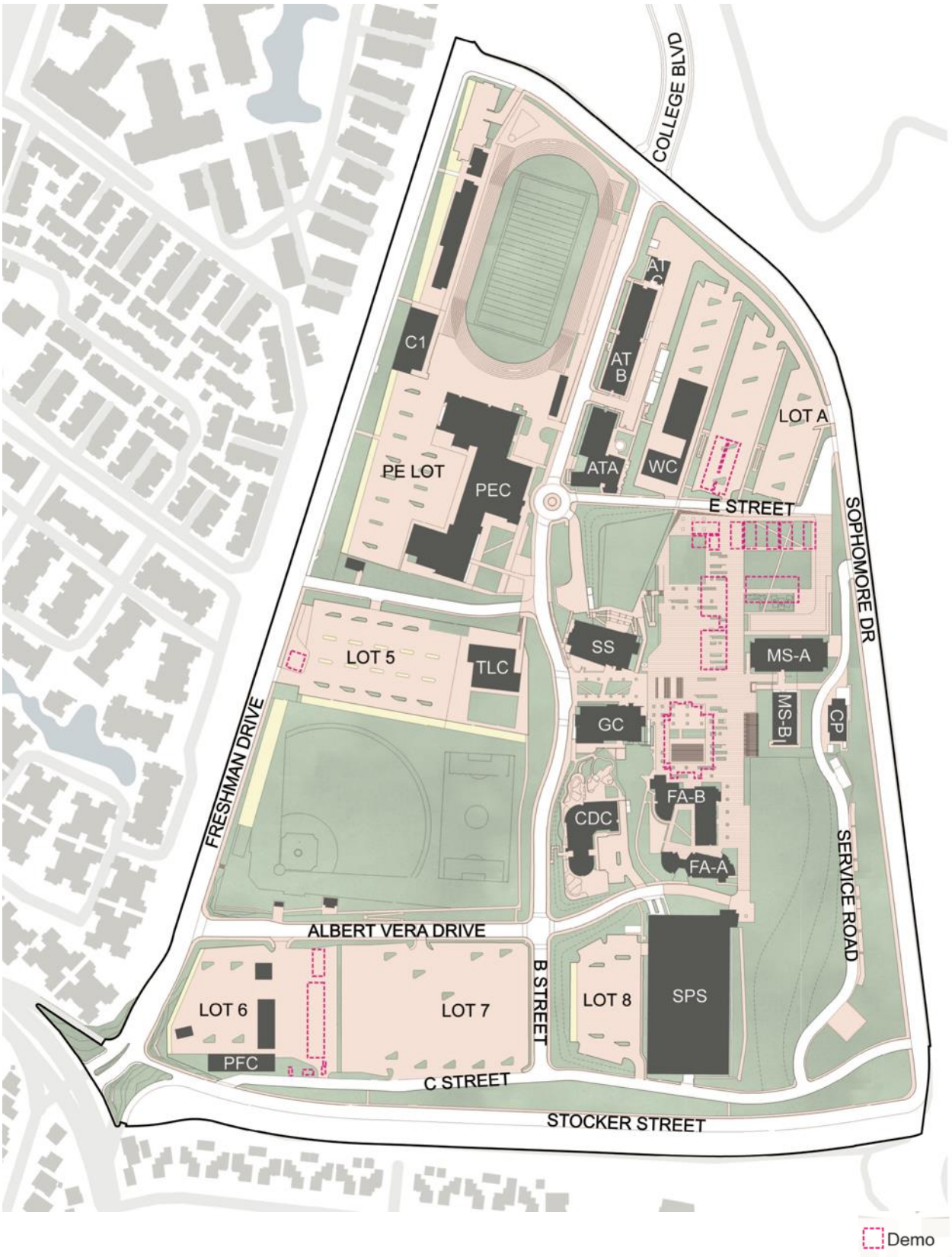

Figure 2-3
Remaining (Including Newly Proposed) Demolition

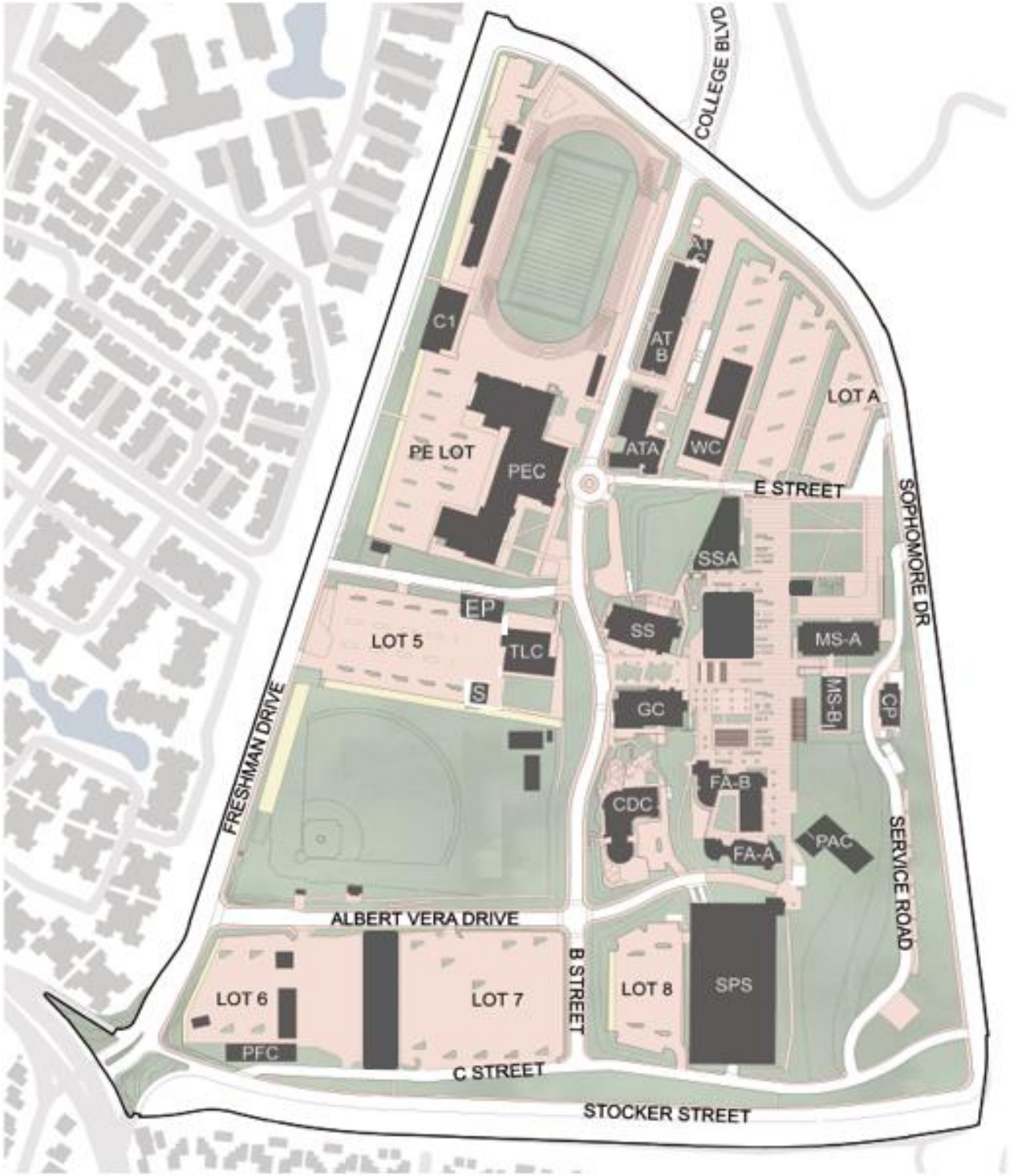

Figure 2-4
2020 Master Plan Update

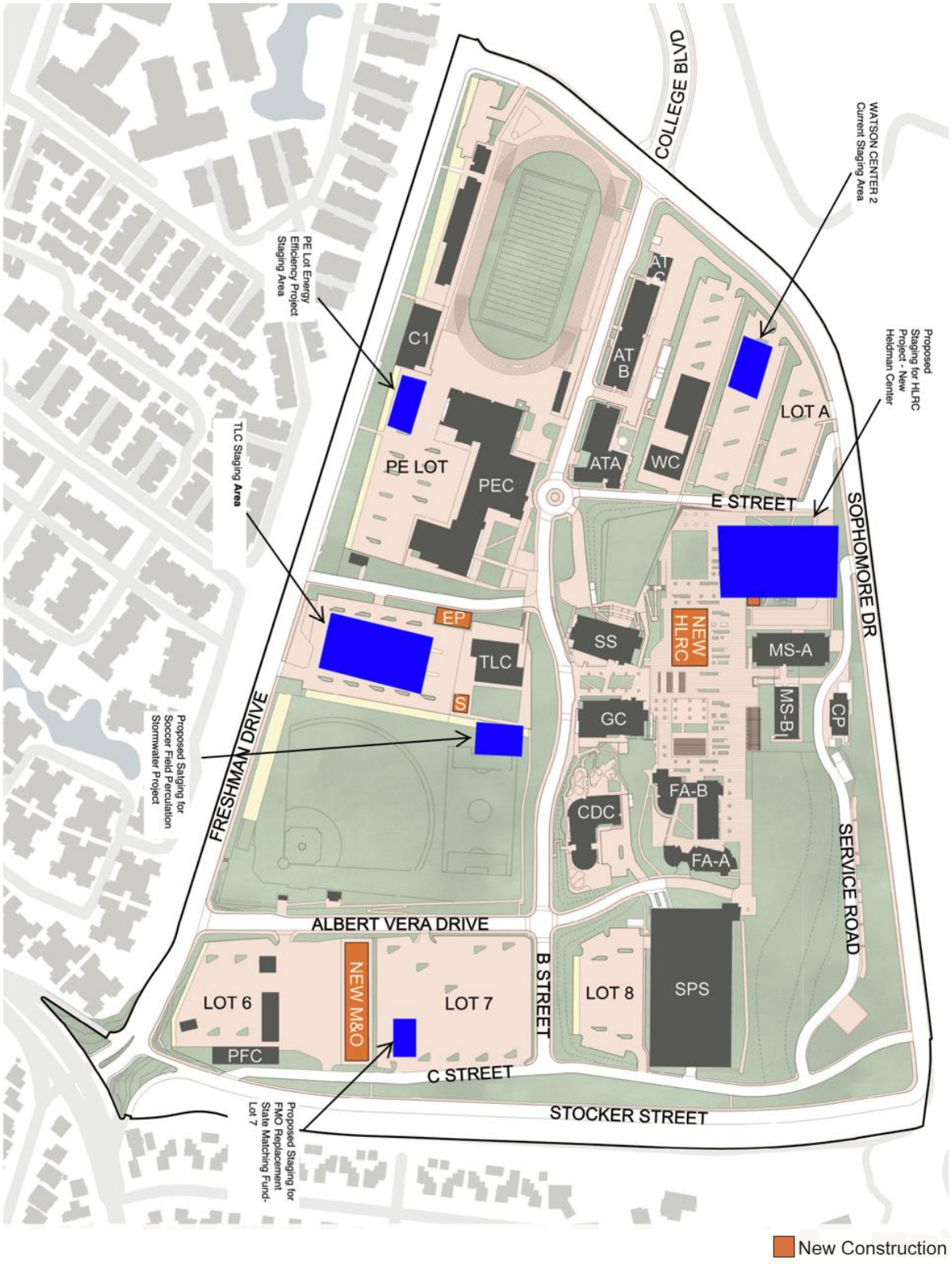

Figure 2-5
Staging Areas for Remaining Demolition and Current Construction

Parking

As identified in the 2010 Final SEIR and subsequent addendums, College-related parking demand has historically been 1 space per 7 students; this rate also takes in to account faculty and staff parking demand. With increased availability and use of transit including expansion of the Exposition Line and other transit enhancements as well as improvements to bicycle lanes in the Los Angeles area anticipated to occur over time, this parking rate will likely drop. Construction worker parking would vary over the construction period. In addition, other arrangements for on-campus uses result in in additional parking demand (see below).

Construction worker parking continues to be anticipated to occur in identified staging areas as well as remote parking areas (such as the top floor of the South Parking Structure), where it would not interfere with College parking, as well as in construction staging areas.

Fall 2017 on-campus enrollment was 7,165 generating a demand for 1,024 spaces from students, faculty and staff. Other on-campus arrangements (see below) could result in minor additional demand for parking. There are currently 2,606 parking spaces available on campus. As construction progresses, surface parking lots would be needed for construction staging and construction worker parking resulting in the temporary removal of up to about 600 spaces leaving a minimum of approximately 2,000 spaces. 2,000 spaces would be sufficient for 14,000 on-campus students. WLAC is currently expecting 9,284 students on campus through 2039. Therefore, ample parking is available during construction and well into the future.

2.3 Purpose of the Proposed Project

The primary purpose of the proposed WLAC Master Plan continues to be to guide the physical development of the College in support of the College Education Master Plan while taking revised student enrollment and projected employee numbers into consideration.

2.4 Student Enrollment and Campus Use

On-Campus Enrollment

Student enrollment and projected employees for 2022 have changed substantially compared to what was projected and analyzed in prior environmental documents. The 2010 **Draft** EIR indicated that the total number of enrolled students for 2022 was anticipated to be 22,360 (total of on-campus and students on-line learning at a distance), compared to the 18,904 students (all on-campus) anticipated in the 2005 FEIR. Of the 22,360 enrolled students anticipated for 2022, 7,060 of these students (or 31.6%) were anticipated to be using on-line resources and not physically attending on-campus classes. This resulted in a decrease in anticipated on-campus student attendance to 15,300 students in 2022. Similarly, the 2022 on-campus employment projections dropped to 664, as compared to 1,248 employees identified in the 2005 Master Plan.

The 2010 **Final** SEIR indicated that total enrollment in 2022 would be 16,929 with an anticipated 10,998 students on-campus in the year 2022.

Fall 2017 on-campus enrollment was 7,165 (down somewhat from the Fall 2013 enrollment of 8,403). WLAC currently anticipates that unduplicated headcount will be 9,284 students in 2039, below the number of students previously anticipated and evaluated.

Lease and Other Arrangements for Use of the Campus

WLAC has a number of leases and other arrangements to allow portions of the campus to be used by outside parties on a temporary basis. All leases are temporary and terminable at any time with 60 days' notice to the lessee. Current leases and ongoing arrangements for use of the campus are shown in **Table 2-2**.

TABLE 2-2:
WEST LOS ANGELES COLLEGE ONGOING ARRANGEMENTS FOR USE OF THE CAMPUS

Lessee	Description	Start Date	End Date
Culver City Motor Cars	Ground lease of 57,392 sq. ft. of unimproved land adjacent to the service road east of the South Parking Structure. Used for storage of excess dealer inventory. Vehicles in and out each day during regular business hours.	6/1/17	5/30/22
Culver City Motor Cars	Ground lease of 54,440 sq. ft. of unimproved land adjacent to service road east of the South Parking Structure. Used for storage new vehicles (excess dealer inventory). Vehicles in and out each day during regular business hours.	6/1/19	5/30/24
Every Nation Renew Church	Use of the Fine Arts Auditorium and 5 classrooms on Sundays from 7:00am – 2:30pm.	1/7/19	12/27/20
Leaps N Boundz	Non-exclusive use of the aquatic therapy pool for adaptive aquatics including safety/skills, recreation and social programming for children and adult of all ages.	1/9/20	12/31/20
Star Prep Academy	Lease of four classrooms on the 3rd floor of the Fine Arts Building totaling 2,935 sq ft to STAR Prep Academy. STAR Prep Academy is WASC accredited Middle and High School with 50 students. Classes held Monday – Friday. Approximately 15 staff vehicles parked on the roof top of the parking structure Monday-Friday.	7/1/19	6/30/20
Pacific Dining*	7,012 sq ft. Joint occupancy lease of the campus cafeteria located on the first floor of the Student Services Building to provide food and catering services to the campus.	12/1/17	variable
First Class Vending*	Vending services for the campus. Seventeen 3x3 foot pads placed in the HLRC; GC; CE; PECN; PECS; SSB; A15; and Lot 5.	12/1/17	variable
Year Up	Pending lease of 7 rooms totaling 4,673 square feet in the B4 and B5 Building. Leased space will be used for Year Up's educational training program.	Pending	1/31/2021
Miscellaneous	Spring Track Meets For middle & high school leagues and USATF clubs. Participants arrive in private cars, vans and school buses.	February	July
Miscellaneous	Spring Track and Field Practice. Concurrent use of Track and Field facilities 7:30 am to 11:00 am and 2:00 pm to 6:00 pm three or four days per week (Monday to Friday). Participants arrive in crew vans, school busses, and private cars that park on campus (PEC Lot) during practice, approximately 120 users daily (up to approximately 60 vehicles assuming an average of 2 people per vehicle).	February	May
Miscellaneous	Weekend Field Use. Adult recreational Soccer. Various users Saturday and Sunday approximately 30-40 weekends per year, two to three games per day (up to 40 vehicles per game, 120 vehicles per day park in Lot 5).	Year round	

* District-initiated Master Lease agreement
Source: West Los Angeles College, 2020

These lease arrangements add to campus activity including traffic on and in the vicinity of the campus. However, most of the activity associated with leases occurs during off-peak hours and therefore does not add to peak hour traffic. Currently the campus is not operating at anywhere close to build-out capacity and these uses occur within the capacity that will eventually be used by campus uses. As indicated above, because of State budget constraints it is now anticipated that the campus will not reach its build out capacity until 2036.

WLAC must consider leased uses in its mitigation monitoring and reporting obligations related to traffic and parking (number of peak hour trips generated and use of parking spaces) when evaluating mitigation compliance.

2.5 Discretionary Approvals

LACCD Board of Directors to approve the 2020 Master Plan Update.

2.6 Schedule

The campus construction is now anticipated to extend through the end of 2028. Approximate timeframes for individual components are shown in **Table 2-1.**

3.0 ENVIRONMENTAL ANALYSES

As indicated in the certified Final 2010 Final SEIR and subsequent addendums, significant (or potentially significant) impacts were identified in the following issue areas: biological impacts as a result of construction of the secondary access road (substantially completed in 2010); construction air quality and construction noise; and traffic at full occupancy of the campus (which is now anticipated to occur some time after 2039 due to State budget constraints and increasing shift to on-line learning). The remaining impacts were found to be less than significant with mitigation incorporated or simply less than significant -- no mitigation required.

No new significant or potentially significant impacts to the physical environment are anticipated to occur as a result of the 2020 Master Plan Update. The following analysis briefly discusses each issue area and how the 2020 Master Plan Update would or would not change impacts. The 2020 Master Plan Update would not substantially alter the assumptions used to assess impacts of the environmental issues addressed in the 2010 Final SEIR and subsequent addendums, except that construction intensity would be reduced and the years when impacts would occur would now occur later than anticipated in the 2010 Final SEIR and subsequent addendum. The 2010 Final SEIR anticipated construction extending through 2013; the 2014 Addendum indicated construction extending through the end of 2016; the 2016 Addendum identified construction extending through 2018; the 2018 Addendum identified construction extending through 2020. Construction is now anticipated to extend through 2028.

The adopted mitigation measures and standard operating procedures identified in the 2010 Final SEIR would apply equally to the changes to the 2020 Master Plan Update under the new schedule, except as previously revised (in the 2014 and 2018 Addendums).

The following analyses address the following components of the 2020 Master Plan Update:

1. Construction of a new 4 to 5-story library to replace the HLRC (up to approximately 65,000 square feet).
2. Renovation activities in portions of three buildings (about 28,280 square feet total).
3. Newly proposed as well as remaining demolition (including the old library and old Facility Workshop building), and several other buildings mainly in the center of campus; total demolition (including previously identified demolition and new demolition) of about 160,000 square feet plus removal of temporary structures (including Bungalow D-10 and tent in Lot 7), plus completion of infrastructure projects.
4. Replacement Facility Workshop building (that was previously proposed), now proposed to be 15,943 square feet.

As discussed in the Project Description section above construction would be extended through 2028, with the majority of demolition and construction activity occurring in the center of campus well away from adjacent residential uses. The exception to this is the replacement Facility Workshop building. This demolition and construction activity would occur about 220 feet north of residences located on Northgate Street. However, in this location the area where the majority of construction would occur is shielded from homes by topography differences of five feet or more.

Daily activities (and associated air emissions and construction noise) would be less than what was presented in the 2010 Final SEIR and similar to or less than addressed in subsequent addendums; the duration of activities at individual construction sites (and therefore the duration of impacts) would be shorter than discussed in the 2010 Final SEIR (and similar to what was addressed in subsequent addendums). From 2010 through the present, campus construction activities have been maintained at a relatively low level and have been confined to minor infrastructure work and the construction of the Watson Center and TLC Building (both scheduled for completion in August 2020).

Construction activities have been of decreased intensity (fewer truck trips, fewer pieces of equipment in operation at any one time), from 2010 through the present and on average are anticipated to be less than would have occurred under the 2010 Master Plan (similar to, or less than, anticipated in prior addendums) because of the reduced scope of construction compared to that presented in the 2010 Final SEIR.

Table 3-1 summarizes the changes in impacts as a result of the 2020 Master Plan Update as compared to impacts identified in the 2010 Final SEIR and subsequent addendums.

TABLE 3-1
SUMMARY OF IMPACTS
2020 MASTER PLAN UPDATE IMPACTS COMPARED TO IMPACTS IDENTIFIED IN 2010 FINAL SEIR

Impact	Level of Significance 2010 Final SEIR	Change in Impact under 2020 Master Plan Update
Aesthetics		
Viewshed impacts, changes in character, increase in light and glare from exterior lighting and cars.	*Less than significant with mitigation.* Based on building heights of up to 135 feet. Structures were anticipated to be visible but not have a significant adverse impact on public views. Potential for lighting impacts from sports field addressed through mitigation. Impacts would be further reduced with adopted mitigation measures.	*Similar to less impact with mitigation.* The proposed changes to the Master Plan would result in less development than anticipated in 2010. Impacts would continue to be reduced with adopted mitigation measure.
Agricultural and Forest Resources		
There are no agricultural or forest resources on the WLAC Campus.	*No impact*. The WLAC Campus is located in an urban area; there are no agricultural or forest resources.	*Same impact.* There are no agricultural or forest resources on the WLAC Campus.
Air Quality		
Air emissions during construction and operation.	*Significant.* Construction would generate NOx emissions in exceedance of SCAQMD regional significance thresholds for construction activities even after implementation of the recommended mitigation measures. In addition, grading activities would result in localized significant impacts with respect to PM10 and PM2.5. Operational impacts anticipated to be less than significant.	*Less impact.* Overall new building area has been substantially reduced, thus impacts would be reduced. Nevertheless, daily construction emissions still have the potential to exceed SCAQMD construction thresholds. However, distance to sensitive receptors would reduce LST impacts below a level of significance. Operational emissions associated with future enrollment would be reduced.
Biological Resources		
Impacts to threatened and endangered species.	*Less than significant impact with mitigation*. The secondary access road and associated impacts occurred prior to the 2010 Final SEIR. Remaining construction activities were internal to the (urban) campus. Potential to disturb nesting birds on campus trees and wildlife in areas immediately adjacent to construction sites. Increased nighttime lighting from campus buildings could disturb nesting bird species on-campus and adjacent properties.	*Similar impact*. All proposed construction is internal to the urban campus. Same mitigation measures would apply as appropriate.
Cultural Resources -- Historical, Archaeological (including Tribal) and Paleontological		
Historic Resources. There are no historic buildings on the WLAC Campus. Archaeological, Paleontological and human remains impacts.	*Less than significant* with mitigation. No historic resources are located on the campus. Mitigation measures would reduce impacts to Archaeological, Paleontological and human remains impacts would be less than significant because of previous disturbance and that construction monitoring would address any uncovered resources.	*Similar impact.* There are no historic resources on the WLAC campus. Archaeological, Paleontological and human remains impacts would continue to be less than significant because of previous disturbance and required mitigation.

TABLE 3-1
SUMMARY OF IMPACTS
2020 MASTER PLAN UPDATE IMPACTS COMPARED TO IMPACTS IDENTIFIED IN 2010 FINAL SEIR

Impact	Level of Significance 2010 Final SEIR	Change in Impact under 2020 Master Plan Update
Energy		
Conflict with energy conservation or result in wasteful or inefficient use of energy.	*Less than significant impact.* Master Plan is a continuation of an existing use, building areas would be reduced compared to what was originally analyzed in 2005. LACCD has adopted sustainability guidelines.	*Less impact.* Total building area further reduced, on-campus student enrollment forecasts are reduced and LACCD adopted new sustainability standards in October 2019.
Geology and Soils		
Seismicity, erosion, unstable soils.	*Less than significant with mitigation*. 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.	*Similar impact*. Similar impacts due to the same site conditions and compliance with existing regulations and required mitigation measures.
Greenhouse Gas Emissions		
GHG emissions as a result of construction and operational activities.	*Less than significant*. The West Los Angeles College Master Plan (both the 2005 and 2010 versions) represents a continuation of an existing use and is therefore accounted for and consistent with existing local and regional planning documents. Full occupancy of the campus is delayed beyond what was previously anticipated, therefore mobile energy use will not occur as quickly as could have occurred following the assumptions in the 2010 Final SEIR. The vehicle fleet is anticipated to be more energy efficient in the future. Furthermore, the College provides educational facilities in close proximity to communities with a demand for such facilities. With increased availability of transit in the area, including the Metro Expo line and new bicycle lanes and paths, the College anticipates that an increasing proportion of students and staff will use alternate modes of transportation to get to and from the campus, thus reducing the generation of GHGs.	*Similar impact.* Construction-related emissions would be less than anticipated previously due to fewer buildings being constructed and operational emissions would similarly be less due to reduced building areas and reduced eon-campus enrollment.
Hazards and Hazardous Materials		
On-site hazardous materials associated with former uses of the property including older buildings with asbestos and lead based paint.	*Less than significant with mitigation*. Areas on campus where hazardous materials were stored or used are not expected to pose a significant hazard during construction. 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. 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. During campus operational activities, the proposed project would not involve the use of	*Similar impact.* Compliance with existing regulations including those identified in mitigation measures would result in impacts being similar to or less than those that could occur under the 2010 Master Plan.

TABLE 3-1
SUMMARY OF IMPACTS
2020 MASTER PLAN UPDATE IMPACTS COMPARED TO IMPACTS IDENTIFIED IN 2010 FINAL SEIR

Impact	Level of Significance 2010 Final SEIR	Change in Impact under 2020 Master Plan Update
	significant quantities of hazardous materials or emissions above and beyond the current uses that could result in a reasonably foreseeable upset, hazard, or accident.	
Hydrology and Water Quality		
Potential for increased impervious surfaces resulting in increased runoff. Construction activities and polluted runoff and sedimentation.	*Less than significant with mitigation*. Construction of Master Plan facilities would generate pollutants that would be discharged via irrigation and stormwater runoff into surface water resources. Existing regulations (identified in mitigation measures) would reduce these impacts to a less than significant level.	*Similar impact*. The impact would be similar as site conditions would be similar to those analyzed in 2010 Final SEIR. New sustainability requirements would further reduce impacts.
Land Use and Planning		
Potential to divide a community and consistency with applicable plans.	*Less than significant*. The college is an existing use that would not divide a community. Proposed buildings are consistent with existing massing in terms of height and bulk.	*Similar impact*. Proposed uses would not divide a community and would be consistent with existing massing in terms of height and bulk.
Mineral Resources		
Potential to impact resources.	*Less than significant impact*. Petroleum products extraction wells do not occur on the campus, although pipelines may exist on or in the vicinity of the campus.	*Similar impact*. The 2020 Master Plan Update would not have any greater potential to impact petroleum extraction as the proposed uses are redevelopment of the existing urban campus.
Noise		
Construction noise and vibration impacts to adjacent uses. Operational noise from equipment and vehicles.	*Potentially significant during construction*. Construction activity would result in intermittent and short-term noise impacts on residences west and south. Less than significant for operation.	*Less impact.* The majority of construction would occur more than 700 feet from adjacent residential use. The replacement Plant Facilities building would be 200 feet from adjacent uses but would be buffered by topography. Any significant impacts would be of short duration. Operational impacts would be less due to reduced enrollment in to the future.
Population and Housing		
Induce population growth displace housing or people.	*Less than significant*. The project would not increase residential population and would not displace people or housing.	*Similar impact*. The project would not increase residential population and would not displace people or housing.
Public Services (includes wildfire)		
Impact to emergency access, police services, library services and parks.	*Less than significant impact with mitigation*. 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 demand for services. Mitigation measures would reduce impacts.	*Less impact.* Enrollment and total building areas would be less than anticipated in the 2010 Final SEIR and therefore impacts would be reduced.
Recreation		
Impact on recreational facilities.	*Less than significant*. The Master Plan includes the construction of recreational facilities, sports fields and courts, and landscaped green spaces to accommodate the projected enrollment, and would not increase the use of local parks.	*Less impact*. The 2020 Master Plan Update would not increase the off-site demand for recreational resources.
Transportation and Traffic		
Traffic impacts during construction; and impacts to local intersections and street segments during operation.	*Significant.* Increased enrollment anticipated to impact intersections in the project area.	*Less impact.* On-campus enrollment continues to be reduced. Since the publication of the 2010 Final SEIR, the project area has received substantial new transit improvements which would reduce vehicle trips. In addition, the focus of CEQA is shifting from delay-based metrics at intersections to

TABLE 3-1
SUMMARY OF IMPACTS
2020 MASTER PLAN UPDATE IMPACTS COMPARED TO IMPACTS IDENTIFIED IN 2010 FINAL SEIR

Impact	Level of Significance 2010 Final SEIR	Change in Impact under 2020 Master Plan Update
		metrics based on per capita vehicle miles travelled (VMT) which are substantially affected by proximity to transit. The WLAC Campus proximity to transit and the population it serves would ensure that VMT would be substantially less than regional averages.
Utilities and Service Systems		
Impacts to energy conservation, wastewater, water, solid waste.	*Less than significant impact with mitigation.* Increased enrollment would increase demand for utilities but not beyond capabilities of the existing infrastructure. Impacts would be further reduced with adopted mitigation measures (which are mostly existing regulations).	*Less impact*. Demand for utilities could decrease compared to what was identified in the 2010 Final SEIR given reduced building areas and reduced consumption/generation factors (due to green building requirements) and reduced enrollment.

A. AESTHETICS

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts to aesthetics compared to the 2010 Master Plan was evaluated in relation to four questions recommended for consideration by the State California Environmental Quality Act Guidelines.

(a) Would the 2020 Master Plan Update have a substantial adverse effect on a scenic vista?
(b) Would the 2020 Master Plan Update substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
(c) Would the 2020 Master Plan Update substantially degrade the existing visual character or quality of the site and its surroundings?
(d) Would the 2020 Master Plan Update create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

As with the 2005, and 2010 Master Plans, impacts to scenic vistas and resources are not anticipated to occur under the 2020 Master Plan Update. Even more than under the 2010 Master Plan, the majority of the planned buildings 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 4 to 5-story (up to about 60 feet tall, which is less than the existing HLRC height) replacement library (HLRC) building would be similar in scale to existing building and located in the center of campus. Renovation activities would have no impact on aesthetic resources. None of the buildings to be demolished are historic or represent a visual resource; removal of these buildings would generally have a beneficial aesthetic impact. Replacement of the facility Workshop building would have minimal to no impact on aesthetic resources as the replacement facility would not be substantially different in massing as compared to the existing building.

Building heights of proposed buildings are now similar to those anticipated in the 2005 FEIR and lower than anticipated in the 2010 Final SEIR. The 2005 FEIR anticipated heights of 40 feet to 72 feet. The 2010 Final SEIR addressed building heights from 25 feet (Student Union) to 59 feet 6 inches (Allied Health and Wellness Building) to 135 feet (Teaching Learning Center -- TLC). The Allied Health and Wellness Building and original TLC Building are no longer proposed (the new TLC building is shorter and in a different location -- in the center of campus east end of Lot 5 rather than in the southeast corner of campus

on a hillside), and is four stories (75 feet) tall (compared to the originally proposed 7 stories and 135 feet tall).

Similar to the 2005 and 2010 Master Plans, the 2020 Master Plan Update, with the incorporation of design guidelines, would be appropriate to its setting and consistent in scale and design with, the surrounding development. No change impacts to the visual quality and character of the campus would occur.

Light and glare impacts would be similar to impacts anticipated under the 2005 FEIR and 2010 Final SEIR. No changes have been proposed to the perimeter street lighting. As in the 2005 and 2010 Master Plans, under the 2020 Master Plan Update the illumination from new buildings would be buffered and screened by mature trees distributed throughout the intervening areas.

Given the setback distance of new structures and the presence of existing intervening buildings and mature trees, the buildings proposed under the 2020 Master Plan Update, which are substantially smaller than those anticipated in the 2010 Master Plan, would result in less ambient lighting on the campus as compared to what would have occurred under the 2010 Master Plan. The 2020 Master Plan Update would not contribute significant amounts of light to the prevailing nighttime illumination in the project vicinity.

The 2020 Master Plan Update does not include lighting of baseball and soccer fields adjacent to Freshman Drive eliminating the potentially significant spillover lighting to residents to the west. In addition, no changes to the sports fields are now proposed (the 2010 Master Plan included new bleacher seating around the baseball field).

B. AGRICULTURAL AND FOREST RESOURCES

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts to agricultural and forest resources compared to the 2010 Master Plan was evaluated in relation to five questions recommended for consideration by the State California Environmental Quality Act Guidelines.

(a) Would the 2020 Master Plan Update convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
(b) Would the 2020 Master Plan Update conflict with existing zoning for agricultural use, or a Williamson Act contract?
(c) Would the 2020 Master Plan Update conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
(d) Would the 2020 Master Plan Update result in the loss of forestland or conversion of forestland to non-forest use?
(e) Would the 2020 Master Plan Update involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?

The campus does not support agricultural use, timberlands or forestlands and is not known to include any Prime Farmland, Unique Farmland, or Farmland of Statewide importance.[1] Under the proposed 2020 Master Plan Update, the campus would continue the existing use. The 2020 Master Plan Update would not convert farmland to non-agricultural uses.

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

As with the 2005 and 2010 Master Plans, the proposed 2020 Master Plan Update would not result in any impacts to agricultural resources or conflict with existing zoning for timberlands, forest lands or agricultural use.

C. AIR QUALITY

Air quality in the project area was evaluated with regard to the South Coast Air Quality Management District CEQA Air Quality Handbook,[2] the National Ambient Air Quality Standards,[3] and the California Ambient Air Quality Standards[4] and the Clean Air Act (CAA).[5]

Data on existing air quality conditions in the South Coast Air Basin (SCAB), in which the campus is located, are monitored by a network of air monitoring stations operated by the California Environmental Protection Agency, the California Air Resources Board (CARB), and the SCAQMD. The air quality assessment considers all phases of project planning, construction, and operation. The conclusions reflect guidelines outlined in the SCAQMD CEQA Air Quality Handbook.

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts to air quality was evaluated in relation to five questions recommended for consideration by the State California Environmental Quality Act (CEQA) Guidelines.

(a) Would the 2020 Master Plan Update conflict with or obstruct implementation of the applicable air quality plan?
(b) Would the 2020 Master Plan Update violate any air quality standard or contribute substantially to existing or projected air violation?
(c) Would the 2020 Master Plan Update result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
(d) Would the 2020 Master Plan Update expose sensitive receptors to substantial pollutant concentrations?
(e) *Would the 2020 Master Plan Update create objectionable odors affecting a substantial number of people?*

Construction-Related Air Quality Impacts

The 2010 Final SEIR contained an air quality analysis assuming worst case overlap of building construction with construction of the Allied Health and Wellness, TLC building, Watson Center and the North Parking Structure all being under construction at the same time. **Table 3-2** shows anticipated peak day construction emissions for simultaneous construction of these buildings.

[2] South Coast Air Quality Management District. 1993. CEQA Air Quality Handbook. Diamond Bar, CA.
[3] U.S. Environmental Protection Agency. "National Ambient Air Quality Standards (NAAQS)." Air and Radiation. Available at: http://www.epa.gov/air/criteria.html
[4] U.S. Environmental Protection Agency. "Title I - Air Pollution Prevention and Control." Federal Clean Air Act. Available at: http://www.epa.gov/air/caa//
[5] U.S. Environmental Protection Agency. "Title I - Air Pollution Prevention and Control." Federal Clean Air Act. Available at: http://www.epa.gov/air/caa//

TABLE 3-2
2010 MASTER PLAN PEAK-DAY CONSTRUCTION EMISSIONS (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***
Peak Year	67.54	16.37	114.28	0.09	115.6	29.24	*13,356*
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							

Under the 2010 Master Plan, emissions of NOx were anticipated to exceed SCAQMD thresholds. In addition, since most of the PM10 and PM2.5 emissions would be on-site the 2010 Master Plan was also anticipated to exceed SCAQMD localized significance thresholds (LST) for PM10 and PM2.5 (5 lbs and 4 lbs per day respectively with sensitive receptors located within 25 meters). Since the 2020 Master Plan Update would result in relatively minor additional new construction, emissions would be substantially reduced as the result of less simultaneous construction activity. It is not anticipated that NOx emissions would exceed SCAQMD thresholds for remaining activities given the scale of remaining activities and distribution over time as well as distance to sensitive receptors, LSTs are not anticipated to be exceeded.

Operational Air Quality Impacts

As discussed in Section 2, Project Description, student enrollment is not anticipated to reach campus build-out until after 2039. Therefore, mobile operational impacts would not reach the levels previously anticipated for 2022 until after 2039. By that time emission controls are anticipated to be substantially improved compared to today and even compared to anticipated emissions in 2022. Therefore, at build-out mobile emissions would be less than anticipated in the 2010 Final SEIR. In addition, since the building area would be less under the 2020 Master Plan Update, and because the buildings include numerous energy saving features, operational emissions would be less than those that would have occurred under the 2010 Master Plan.

D. BIOLOGICAL RESOURCES

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts to biological resources was evaluated in relation to six questions recommended for consideration by the State California Environmental Quality Act Guidelines.

(a) *Would the 2020 Master Plan Update have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

(b) Would the 2020 Master Plan Update have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

(c) Would the 2020 Master Plan Update have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

(d) Would the 2020 Master Plan Update interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
(e) Would the 2020 Master Plan Update conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?
(f) Would the 2020 Master Plan Update conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Construction

Biological impacts anticipated to occur on the campus under the proposed 2020 Master Plan Update would be similar to or less than those identified in the 2010 Final SEIR. 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 and the campus is already substantially disturbed in the area of the construction sites. The only foreseeable impact to biological resources with regards to wildlife due to the construction of the proposed on-campus facilities and improvements is the potential to remove or destroy potential bird nesting or roosting sites as a consequence of tree removal or other construction activities. Required mitigation measures and existing regulations would address this impact and reduce it to a less than significant level. Construction impacts of the 2020 Master Plan Update on biological resources would be similar to, or less than, the impacts described in the 2010 Final SEIR.

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 2010 Master Plan, 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 (preparation of a lighting plan in consultation with the City of Culver City and adjacent Homeowner associations [HOAs]) would reduce the impact to a less than significant level. The Lighting Plan was completed in 2010.

As indicated in the 2010 Final SEIR, no federal wetlands or state streambeds occur within the Campus. The man-made concrete-lined drainage channel west of Freshman Drive (owned by the County of Los Angeles) could 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 2020 Master Plan Update on biological resources would be similar to or less than the impacts described in the 2010 Final SEIR. Increased nighttime lighting from campus buildings could disturb nesting bird species on-campus and adjacent properties. In addition, traffic on College Boulevard and other campus perimeter roadways could impact species on adjacent properties. College Boulevard was completed in 2010 and any impacts to biological resources would not change as a result of the 2020 Master Plan Update. As a result of reduced enrollment, future traffic is anticipated to be less than anticipated in the 2010 Final SEIR and therefore impacts to biological resources would be similar or less than analyzed in the 2010 Final SEIR.

E. CULTURAL RESOURCES (INCLUDING TRIBAL)

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts to cultural resources was evaluated in relation to four questions recommended for consideration by the State California Environmental Quality Act Guidelines.

(a) Would the 2020 Master Plan Update cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?
(b) Would the 2020 Master Plan Update cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
(c) Would the 2020 Master Plan Update directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
(d) Would the 2020 Master Plan Update disturb any human remains, including those interred outside of formal cemeteries?

There are no identified historic structures on the WLAC campus. The HLRC and a number of smaller buildings would be demolished. None of these buildings are historic. As with the 2010 Master Plan, the 2020 Master Plan Update would not affect any historic structures.

Impacts to cultural resources under the 2020 Master Plan Update would be similar to impacts identified for the 2010 Master Plan. Significant impacts to cultural resources are not anticipated. However, if archaeological resources (including tribal resources) were discovered during construction activities, required mitigation measures would continue to mitigate any potential impacts resulting from the 2020 Master Plan Update.

F. ENERGY

Energy consumption for the 2020 Master Plan Update was evaluated with regard to Appendix F, Energy Consumption, of the State California Environmental Quality Act (CEQA) Guidelines. The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts to energy consumption was evaluated in relation to two questions:

(a) Would the 2020 Master Plan Update conflict with adopted energy conservation plans?
(b) Would the 2020 Master Plan Update use non-renewable resources in a wasteful and inefficient manner?

Not including parking space, the new building area to be added to the Campus would be reduced from 527,100 square feet (sf) to: 1) 286,904 sf of facilities already completed (or substantially completed), plus 2) up to approximately 66,340 sf of newly proposed buildings, plus 3) up to another 80,000 sf of buildings is proposed but currently unfunded for a total of 433,244 sf of new building area – 93,856 sf less than was analyzed in the 2010 Final SEIR. In total, the proposed 2020 Master Plan Update would result in 167,381 sf less building area on-campus than was evaluated in the 2010 Master Plan and associated 2010 Final SEIR. With less building area the 2020 Master Plan Update would result in less consumption of energy for building cooling and heating.

Additionally, LACCD adopted new sustainability standards (dated October 2019) that requires new buildings meeting certain criteria (more than 50% funded from Bond proceeds, area over 7,500 square feet, occupied structure) to include certain mandatory sustainability requirements that would reduce energy and water consumption and improve indoor air quality. The 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.

Full occupancy of the campus is not anticipated to occur until after 2039, therefore mobile trip energy use would not occur as quickly as the assumptions in the 2010 Final SEIR. In addition, by 2039 the vehicle fleet is anticipated to be more energy efficient. Therefore, as a result of reduced building area and reduced enrollment, total energy use under the 2020 Master Plan Update would be less than would have occurred under the 2010 Master Plan.

G. GEOLOGY AND SOILS

Impacts to geology and soils within the project area were evaluated with regard to the most recent Alquist-Priolo Earthquake Fault Zoning maps.

In 2015, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District (CBIA v. BAAQMD)*, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future users of a project. However, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze the impact of that exacerbated condition on the environment, which may include future residents and users within the County. Analysis of the Appendix G questions in this impact analysis will apply to the decision from *CBIA v. BAAQMD*.

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts to geology and soils was evaluated in relation to eight questions recommended for consideration by the State California Environmental Quality Act Guidelines:

(a) Would the 2020 Master Plan Update expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- *i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*
- *ii) Strong seismic ground shaking?*
- *iii) Seismic-related ground failure, including liquefaction as delineated on the most recent Seismic Hazards Zones Map issued by the State Geologist for the area or based on other substantial evidence of known areas of liquefaction?*
- *iv) Landslides as delineated on the most recent Seismic Hazards Zones Map issued by the State Geologist for the area or based on other substantial evidence of known areas of landslides?*

(b) Would the 2020 Master Plan Update result in substantial soil erosion or the loss of topsoil?

(c) Would the 2020 Master Plan Update be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed ordinance, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

(d) Would the 2020 Master Plan Update be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

(e) Would the 2020 Master Plan Update have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Construction

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 grading, especially during heavy rains. As with the 2010 Master Plan, implementation of required storm water pollution prevention using erosion control Best Management Practices (BMPs) would reduce soil erosion impacts of the 2020 Master Plan Update to a less-than-significant level. No further alteration of the topography beyond that analyzed in the 2010 Final SEIR is anticipated on the campus as a result of the 2020 Master Plan Update.

Operation

No change in operational erosion or seismic impacts would result from the 2020 Master Plan Update as compared to the impacts analyzed in the 2010 Final SEIR.

The southwest corner of the College campus, as well as the area where the secondary access road (College Boulevard) intersects with Jefferson Boulevard, has a moderate to high potential for liquefaction. The remainder of the site has a low to moderate potential for liquefaction. Required mitigation measures and compliance with building codes would continue to reduce any potential impacts to a less than significant level.

H. GREENHOUSE GAS (GHG) EMISSIONS

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts due to GHG emissions was evaluated in relation to two questions recommended for consideration by the State CEQA Guidelines.

(a) Would the 2020 Master Plan Update generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
(b) Would the 2020 Master Plan Update conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Greenhouse gas (GHG) emissions were not addressed in the 2010 Final SEIR. No thresholds of significance have been adopted by SCAQMD, the City of Culver City, the County of Los Angeles or the City of Los Angeles. The California Air Resources Board (CARB), Office of Planning and Research (OPR) and the South Coast Air Quality Management District (SCAQMD) suggest a variety of methods for analyzing greenhouse gas emissions including qualitative analysis. The West Los Angeles College Master Plan represents a continuation of an existing community-serving use and is therefore accounted for and consistent with existing local and regional planning documents. Full occupancy of the campus is not anticipated to occur until after 2039, therefore mobile energy use will not occur as quickly as could have occurred following the assumptions in the 2010 Draft SEIR. By 2039 and beyond the vehicle fleet is anticipated to be more energy efficient. Furthermore, the College provides educational facilities in close proximity to communities with a demand for such facilities. With increased availability of transit in the area, including the Metro Expo line and new bicycle lanes and paths, the College anticipates that an increasing proportion of students and staff will use alternate modes of transportation to get to and from the campus, thus reducing the generation of GHGs.

As a result of a substantial reduction in total building area (see discussion of Energy above), as well as reduced on-campus enrollment, the 2020 Master Plan Update would result in less demand for energy as compared to the 2010 Master Plan and therefore would result in fewer greenhouse gas emissions. In addition, as discussed under Energy above, new Sustainability Guidelines adopted by LACCD promote sustainable practices that would reduce energy and water consumption and lead to reduced GHG emissions.

I. HAZARDS AND HAZARDOUS MATERIALS

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts related to hazards and hazardous materials was evaluated in relation to the six (applicable) questions recommended for consideration by the State California Environmental Quality Act Guidelines.

(a) Would the 2020 Master Plan Update create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
(b) Would the 2020 Master Plan Update create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
(c) Would the 2020 Master Plan Update emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
(d) Would the 2020 Master Plan Update be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
(h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Construction – Hazards and Hazardous Materials Impacts

As most of the existing campus 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. 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. Without mitigation, this is a potentially significant impact. Mitigation measures included in the 2010 Final SEIR would reduce this potential impact to a less than significant level.

The campus is located immediately south and west of the active Baldwin Hills oil fields. As indicated in the 2010 Final SEIR, there is a low to moderate possibility that oil field gas (commonly methane) and volatile organic compounds (VOCs) have migrated beneath the project area from the adjacent oil fields. If encountered or exposed during construction, oil field gases 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 are 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.

Impacts to hazardous materials under the 2020 Master Plan Update would be similar to those anticipated for the 2010 Master Plan in the 2010 Final SEIR. It is not expected that the waste clarifiers, underground storage tanks (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 2010 Final SEIR would continue to apply to the 2020 Master Plan Update.

Operation – Hazards and Hazardous Materials Impacts

Operational impacts would be similar to those anticipated to occur under the 2010 Master Plan. Operation of new and/or renovated buildings on the campus 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 2020 Master Plan Update would not have the potential to create a significant hazard to the public or environment as a result of its implementation. Operation of the campus 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 2020 Master Plan Update 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.

While the campus is located adjacent to open space uses east of the campus, the open space uses do not carry an extensive load of fuel and substantial fire hazard is not anticipated.

J. HYDROLOGY AND WATER QUALITY

In 2015, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District (CBIA v. BAAQMD)*, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of a project. However, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze the impact of that exacerbated condition on the environment, which may include future residents and users within the County. Analysis of the Appendix G questions in this impact analysis will apply to the decision from *CBIA v. BAAQMD*. Potential impacts of the environment on a project are no longer considered potentially significant.

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts related to hydrology and water quality was evaluated in relation to ten questions recommended for consideration by the State California Environmental Quality Act Guidelines.

(a) Would the 2020 Master Plan Update violate any water quality standards or waste discharge requirements?

(b) Would the 2020 Master Plan Update substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

(c) Would the 2020 Master Plan Update substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

(d) Would the 2020 Master Plan Update substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

(e) Would the 2020 Master Plan Update create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

(f) Would the 2020 Master Plan Update otherwise substantially degrade water quality?

(g) Would the 2020 Master Plan Update place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or dam inundation area as shown in an adopted Safety Element of a General Plan or other flood hazard delineation map?

(h) Would the 2020 Master Plan Update place within a 100-year flood hazard area structures which would impede or redirect flood flows?
(i) Would the 2020 Master Plan Update expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
(j) Would the 2020 Master Plan Update result in inundation by seiche, tsunami, or mudflow?

Construction – Hydrology and Water Quality Impacts

Surface Water

Impacts to hydrology anticipated to occur on the campus under the proposed 2020 Master Plan Update would be similar to those identified for the 2010 Master Plan. The 2020 Master Plan Update would include less developed area as compared to the 2010 Master Plan. Application of approved BMPs included in the 2010 Final SEIR as wel as completion of the newly defined stormwater projects would ensure that construction water quality impacts on surface waters on the campus would be less than significant.

Groundwater

Impacts of the 2020 Master Plan Update would be similar to impacts of the 2010 Master Plan. Water used to construct proposed facilities and improvements at the campus 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 required Storm Water Pollution Prevention Plans (SWPPPs), which would be developed by each construction contractor to comply with National Pollution Discharge and Elimination System (NPDES) General Construction Permit requirements, as well as completion of the newly-defined stormwater projects.

Drainage

Construction impacts would be similar to those anticipated for the 2010 Master Plan. During construction, changes to local drainage patterns due to earthmoving activities, stockpiling of soil, and/or removal and replacement of existing storm drains would occur in order to construct the new Master Plan facilities on the College campus. Such impacts would be minor and temporary. Implementation of BMPs would also help ensure potential impacts on the storm drain system during construction would be minimized.

Flood Hazards

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

Operation – Hydrology and Water Quality Impacts

Surface Waters

Construction of proposed Master Plan facilities could increase the amount of impervious surface but less than would have occurred under the 2010 Master Plan. The 2020 Master Plan Update does not include substantial increases in impervious surface as all the areas involving new construction are already substantially covered by impervious surfaces. Newly defined stormwater projects would increase infiltration. To reduce potential water quality impacts to surface waters, the College would require contractors to implement BMPs in compliance with SWPPPs and as applicable the Standard Urban Stormwater Mitigation Plan (SUSMP) requirements. Accordingly, proposed facilities and improvements would comply with design guidelines to reduce polluted runoff from new parking lots and impervious

surfaces. As required by mitigation measure SW-3 a storm water detention facility constructed on the soccer field (soil was excavated to a depth of about 8 inches across the entire soccer field and removed from the center of the field and mounded around the soccer field to a height of 6 inches to create a detention basin 14 inches in depth). This facility will serve to retain water on-site during high-rainfall events, thereby reducing potential flooding on campus and downstream while ensuring the recharging of the groundwater table. Additional stormwater projects are being constructed to further address runoff from the campus.

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 and stormwater projects 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. Required mitigation measures, BMPs, compliance with Low Impact Design Standards and implementation of the newly defined stormwater projects would mitigate impacts related to drainage under the proposed 2020 Master Plan Update. On-site storm water management techniques would allow for infiltration of water as well as treatment of water before it enters the drainage system. It is the intent of the campus to detain on-site the volume of water produced by a 0.75-inch storm event.

K. LAND USE AND PLANNING

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts related to land use and planning was evaluated in relation to three questions recommended for consideration by the State California Environmental Quality Act Guidelines.

(a) Would the 2020 Master Plan Update physically divide an existing community?
(b) Would the 2020 Master Plan Update conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
(c) Would the 2020 Master Plan Update conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP)?

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

The campus is located within two County of Los Angeles zoning designations, R-1, Single Family Residential, and A2, Agricultural.[6] The northeast 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.

Building heights of proposed buildings would be less than anticipated in the 2010 Final SEIR. In the 2010 Final SEIR, one building (TLC) was anticipated to reach 7 stories and 135 feet tall. The new HLRC

[6] http://planning.lacounty.gov/assets/upl/data/map_z18-ladera-hts-z.pdf.

building would reach four stories to five stories and up to 60 feet tall (less than the height of the existing HLRC) and would be located in the center of campus with buildings of similar use and height.

The height limit in the zoning code is 35 feet; as noted above, educational buildings may be exempted from local zoning controls. Given the location of the new structures and their distance from off-campus residential uses, significant impacts to offsite sensitive land uses are not anticipated. Consequently, the proposed new HLRC building would not materially conflict with the intent of the zoning code. The HLRC building is located within the main campus and would be consistent and compatible with existing academic facilities on the campus.

Impacts to land use under the 2020 Master Plan Update would be similar to impacts identified in the 2010 Final SEIR. Significant impacts to land use are not anticipated. Similar to the 2010 Master Plan, the proposed 2020 Master Plan Update would continue the existing college use and would be compatible with surrounding uses. Proposed changes between the 2010 Master Plan and 2020 Master Plan Update would result in the construction of less building area. Land use impacts of the 2020 Master Plan Update would be similar to those described in the 2010 Final SEIR.

L. MINERAL RESOURCES

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts to mineral resources was evaluated in relation to two questions recommended for consideration by the State California Environmental Quality Act Guidelines.

(a) Would the 2020 Master Plan Update result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
(b) Would the 2020 Master Plan Update result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Currently, the campus does not contain areas that are used or likely to be used for surface mining of any minerals. Required mitigation would continue to address impacts related to possible disruption of pipelines during construction activities associated with the 2020 Master Plan Update.

M. NOISE

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts related to noise was evaluated in relation to the four (applicable) questions recommended for consideration by the State California Environmental Quality Act Guidelines.

(a) Would the 2020 Master Plan Update result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
(b) Would the 2020 Master Plan Update result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
(c) Would the 2020 Master Plan Update result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
(d) Would the 2020 Master Plan Update result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Not including parking space, the new building area to be added to the Campus would be reduced from 527,100 square feet (sf) to: 1) 286,904 sf of facilities already completed (or substantially completed), plus 2) up to approximately 66,340 sf of newly proposed buildings, plus 3) up to another 80,000 sf of buildings is proposed but currently unfunded for a total of 433,244 sf of new building area – 93,856 sf less than was

analyzed in the 2010 Final SEIR. In total, the proposed 2020 Master Plan Update would result in 167,381 sf less building area on-campus than was evaluated in the 2010 Master Plan and associated 2010 Final SEIR. As a result of the reduced scope of construction, construction noise impacts would be less, on average, than those anticipated for the 2010 Master Plan. In addition, the extended construction period is resulting in reduced peak and daily activity resulting in lower levels of construction noise.

The replacement HLRC building would be located to the east of the center of campus, the replacement Facility Works shops would continue to be located in the southwest corner of the campus although further east and therefore more buffered by topography from adjacent residential uses to the south.

In general, construction activity would be further from sensitive receptors than anticipated in the 2010 Final SEIR. However, completion of the newly defined stormwater projects would involve construction activity along Freshman Drive, which at the closest point would be about 130 feet from residential uses. Each stormwater project would require approximately three to six months of construction activity. The newly-defined stormwater projects include: bio-swale west of the football field grandstand; resurface PE parking lot and potentially add a bio-swale to the west of that as well as an inlet southeast of Lot 4; add bio-swale south of Lot 5; add bio-swales east, west and southwest of baseball field). Construction staging would not be substantially different than for prior construction activities (see **Figure 2-5**). Most of the staging would be in the middle of campus well away from sensitive receptors. Staging for the replacement Facilities Workshop would be substantially buffered by topography, existing structures and distance.

Construction of the replacement Facilities Workshop would occur over approximately eight months in the southeastern corner of campus. Construction activity in this area would be approximately 200 feet from single-family homes in the Culver Crest area and would be buffered by topography (5 feet to 15 feet) . Noise from construction activities in this area would be no more intrusive than from residential construction (such as construction of a single-family home).

Noise levels associated with different pieces of equipment are shown in **Table 3-3** below; noise levels at different distances from active construction sites are shown in **Table 3-4** below.

TABLE 3-3
CONSTRUCTION EQUIPMENT NOISE EMISSION LEVELS
(FOR PURPOSES OF ILLUSTRATION)

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
Note: Sound at any receptor depends on the height differential between the source and the receiver; the complexity of the source, e.g., several construction vehicles operating simultaneously versus a single operating vehicle; the noise generating mechanisms of the vehicles, including the engines, brakes, 12-foot high exhausts, back-up beepers, etc.; the state of operation, such as traveling at a constant velocity versus accelerating up a hill; and the topography separating the sources from each receiver. Source: Federal Transit Administration 1995	

Not included in **Table 3-3** is noise from a soil compactor, equipment that is anticipated to be used on most construction sites. The Federal Highways Administration (FHA) indicates on their web site that noise levels from soil compactors have been measured to be 83 dBA at 50 feet.[7] The 2010 Final SEIR (Table 3.15-2, see **Table 3-4** below) identifies anticipated noise levels from construction sites when several pieces of equipment are operating simultaneously. The noise levels anticipated during construction at individual construction sites would be similar to those indicated in **Tables 3-3** and **3-4**.

TABLE 3-4
CONSTRUCTION NOISE AND ESTIMATED CONSTRUCTION NOISE IN THE VICINITY OF AN ACTIVE CONSTRUCTION SITE (FOR PURPOSES OF ILLUSTRATION)

Noise Sources:			**Sound Level (dBA)**
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.
Note: Sound at any receptor depends on the height differential between the source and the receiver; the complexity of the source, e.g., several construction vehicles operating simultaneously versus a single operating vehicle; the noise generating mechanisms of the vehicles, including the engines, brakes, 12-foot high exhausts, back-up beepers, etc.; the state of operation, such as traveling at a constant velocity versus accelerating up a hill; and the topography separating the sources from each receiver.
Source: WLAC Facilities Master Plan 2005 FEIR

The calculated noise levels in **Table 3-4** are for hard surfaces and the surfaces between some sites and nearby sensitive receptors are soft (grass and dirt). Therefore **Table 3-4** represents conservative estimates of noise levels from construction activities for this project.

The 2010 Final SEIR found construction noise impacts to be significant because of the extended duration. However, since 2010, construction activities have been substantially less than anticipated in the 2010 Final

[7] https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm

SEIR because construction has not occurred at the pace or in the same locations in proximity to sensitive receptors as anticipated in the 2010 Final SEIR.

Truck Traffic

The original noise modeling assumed operational traffic conditions associated with a student population of 18,904. The noise analysis indicated that none of the none of the sensitive receptors (in adjacent residentia areas) would experience a cumulative increase in noise exposure of greater than 1 dBA to the hourly time averaged noise levels as a result of College-related non-construction traffic from West Los Angeles College even in the absence of a sound wall.

Modeling of truck traffic under worst-case conditions (60 heavy trucks per hour plus 10 medium trucks per hour) indicated that the cumulative increase in the hourly Leq would not exceed 3 dBA at any of the sensitive receptors (with or without the temporary sound walls). The existing permanent six-foot sound wall along College Boulevard is predicted to reduce hourly averaged noise levels by approximately 1 to 2 dBA at some sensitive receptors. Individual trucks using College Boulevard would produce transient noise increases of greater than 3 dBA above ambient levels and would be audible to residents in the Raintree development but as noted above, time-averaged one-hour noise levels would not exceed 3 dBA Leq. Under worst-case conditions these transient noise peaks could occur once per minute.

Truck traffic associated with the 2020 Master Plan Update construction and construction-related activity would be within anticipated activity levels (and therefore within noise levels) identified in the 2010 Final SEIR, including subsequent addendums and the Settlement Agreement with the City of Culver City.

The 2020 Master Plan Update would result in less building construction than was anticipated in the 2010 Final SEIR. However, construction activities would extend over additional time (through 2028). While the noise levels associated with the 2020 Master Plan Update would be similar to or less than those anticipated to occur under the 2010 Master Plan, the extended low-level construction activity could be annoying to some of the more sensitive adjacent residents. However, impacts are not anticipated to be substantially greater than anticipated in the 2010 Final SEIR because of the overall substantial reduction in building area to be constructed.

N. POPULATION AND HOUSING

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts to population and housing was evaluated in relation to three questions recommended for consideration by the State California Environmental Quality Act (CEQA) Guidelines.

(a) Would the 2020 Master Plan Update induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
(b) Would the 2020 Master Plan Update displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
(c) Would the 2020 Master Plan Update displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Impacts to population and housing under the 2020 Master Plan Update would be similar to those under the 2010 Master Plan. The 2020 Master Plan Update would not generate substantial population growth or demand for housing. The 2020 Master Plan Update would not displace people or houses. In general, the 2020 Master Plan Update would meet an existing demand for educational facilities. There would be incrementally fewer construction jobs and/or shortening of jobs already on-site due to the reduced overall development on the campus as compared to what was evaluated in the 2020 SEIR.

O. PUBLIC SERVICES (INCLUDING WILDFIRE)

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts to public services was evaluated in relation to one question (relevant to each public service) recommended for consideration by the State California Environmental Quality Act Guidelines.

(a) Would the 2020 Master Plan Update result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services listed below.

i) Fire protection
ii) Libraries
iii) Parks
iv) Police protection
v) Schools
vi) Other public facilities

In general, the demand for public services is proportional to on-site population (enrollment) and/or building area. Full student enrollment is not anticipated until beyond 2039. In addition, the total developed area on-campus would be less under the 2020 Master Plan Update as compared to the 2010 Master Plan. Not including parking space, the new building area to be added to the Campus would be reduced from 527,100 square feet (sf) to: 1) 286,904 sf of facilities already completed (or substantially completed), plus 2) up to approximately 66,340 sf of newly proposed buildings, plus 3) up to another 80,000 sf of buildings is proposed but currently unfunded for a total of 433,244 sf of new building area – 93,856 sf less than was analyzed in the 2010 Final SEIR. In total, the proposed 2020 Master Plan Update would result in 167,381 sf less building area on-campus than was evaluated in the 2010 Master Plan and associated 2010 Final SEIR. As a result of the reduced student enrollment and less total building area, impacts of the 2020 Master Plan Update on public services would be similar to, or less than, those anticipated in the 2010 Final SEIR. The mitigation measures from the 2010 Final SEIR would continue to apply.

P. RECREATION

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts to recreation was evaluated in relation to two questions recommended for consideration by the State California Environmental Quality Act Guidelines.

(*a) Would the 2020 Master Plan Update increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
(b) Would the 2020 Master Plan Update include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

The West Los Angeles College continues to provide recreational opportunities to its students and makes available these facilities to the community when they are not in use by the College. College activities would not result in increased demand on facilities outside the College campus as a result of the 2020 Master Plan Update. Impacts as a result of use of existing on-campus facilities would not change substantially as a result of the 2020 Master Plan Update.

Q. TRANSPORTATION AND CIRCULATION

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts related to transportation and traffic was evaluated in relation to six (applicable) questions recommended for consideration by the State California Environmental Quality Act Guidelines.

(a) Would the 2020 Master Plan Update conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
(b) Would the 2020 Master Plan Update conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
(d) Would the 2020 Master Plan Update substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
(e) Would the 2020 Master Plan Update result in inadequate emergency access?
(f) Would the 2020 Master Plan Update result in inadequate parking capacity?
(g) Would the 2020 Master Plan Update conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

As discussed above, occupancy of the WLAC campus is not anticipated to occur until beyond. Therefore, traffic impacts are anticipated to occur over a longer time period rather than by the year 2022 (the year 2022 was analyzed in the 2010 Final SEIR). The mitigation measures included in the 2010 Final SEIR will continue to be implemented as needed to reduce impacts from increased on-campus enrollment. Traffic impacts are dependent on 1) the number of students on campus and 2) the % of on-campus students who drive. Both of these numbers are subject to change over time as on-line courses become more popular and as more students use transit, carpools or alternative modes of transportation. Timing of mitigation measures in the City of Los Angeles will be as appropriate prior to impacts occurring and consistent with the mandates of SB 743 that require traffic impacts to be mitigated based on Vehicle Miles Travelled rather than congestion. The WLAC Campus proximity to transit and the population it serves would ensure that VMT would be substantially less than regional averages.

The 2020 Master Plan Update continues to provide circulation and emergency access throughout the campus.

The demand for parking in 2010 was one space per seven enrolled students. WLAC is committed to maintaining this ratio of parking unless and until another parking study documents reduced demand. The Parking Plan for the 2020 Master Plan Update identifies approximately 2,600 parking stalls that would be sufficient for 18,200 students (and associated faculty and staff). Fall 2017 on-campus enrollment was 7,165.

Using the parking demand data from the 2010 Final SEIR, 7,165 students generates a demand 1,024 spaces from students, faculty and staff. There are currently 2,606 parking spaces available on campus. As construction progresses, surface parking lots would be needed for construction staging and construction worker parking resulting in the temporary removal of up to about 600 spaces leaving a minimum of approximately 2,000 spaces. 2,000 spaces would be sufficient for 14,000 on-campus students. Therefore, ample parking is anticipated to be available during construction and well into the future.

Full occupancy of the campus is not anticipated to occur until beyond 2039. The proposed parking supply is more than sufficient to meet anticipated demand. It is anticipated that students, faculty and staff will increase use of transit and bicycles (as a result of increased transit opportunities, including the Exposition Line, and increased availability of bicycle lanes and paths), and that demand for parking will drop. WLAC will continue to monitor parking uses to ensure that parking is provided commensurate with demand.

The 2020 Master Plan Update includes increased accessibility for buses and provides bicycle parking. It also includes improved path of travel for pedestrians in navigating this topographically challenging campus. The elevator facility included in TLC 2 would improve access between the lower (parking and athletic fields level) and upper classroom levels.

The 2020 Master Plan Update would not interfere with any adopted plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the safety or performance of such facilities.

R. UTILITIES

The potential for the 2020 Master Plan Update to result in new or substantially more adverse significant impacts to utilities and service systems was evaluated in relation to seven questions recommended for consideration by the State California Environmental Quality Act (CEQA) Guidelines.

(a) Would the 2020 Master Plan Update exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

(*b) Would the 2020 Master Plan Update require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

(*c) Would the 2020 Master Plan Update require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

(d) Would the 2020 Master Plan Update have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

(e) Would the 2020 Master Plan Update result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

(f) Would the 2020 Master Plan Update be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

(g) Would the 2020 Master Plan Update comply with federal, state, and local statutes and regulations related to solid waste?

As for public services, in general, the demand for utilities is proportional to on-site population (enrollment) and/or building area. Full student enrollment is now not anticipated until 2039 and beyond. In addition, the total developed area on-campus would be less under the 2020 Master Plan Update as compared to the 2010 Master Plan. Not including parking space, the new building area to be added to the Campus would be reduced from 527,100 square feet (sf) to: 1) 286,904 sf of facilities already completed (or substantially completed), plus 2) up to approximately 66,340 sf of newly proposed buildings, plus 3) up to another 80,000 sf of buildings is proposed but currently unfunded for a total of 433,244 sf of new building area – 93,856 sf less than was analyzed in the 2010 Final SEIR. In total, the proposed 2020 Master Plan Update would result in 167,381 sf less building area on-campus than was evaluated in the 2010 Master Plan and associated 2010 Final SEIR. With less building area the 2020 Master Plan Update would result in less consumption of energy for building cooling and heating and less consumption of water and less generation of wastewater and solid waste.

Therefore, demand for utilities would be the same or less than anticipated in the 2010 Final SEIR. As a result of the anticipated student and staff projections, impacts of the 2020 Master Plan Update on public services would be similar to those anticipated in the 2010 Final SEIR, although the demand would occur later than previously anticipated. The mitigation measures from the 2010 Final SEIR would continue to apply.

Water

MWD supplies are becoming increasingly constrained as a result of increasing regulation and rainfall shortages. The 2020 Master Plan Update would result in a decrease in developed area compared to the 2010 Master Plan and would continue to include water conservation features. Water demand is based on student population, and as discussed above, full occupancy of the campus is not anticipated to occur until beyond 2039.

Wastewater

The 2020 Master Plan Update would result in a decrease in developed area compared to the 2010 Master Plan and would continue to include water conservation features that will lead to less wastewater generation. Additionally, wastewater is based on student population, and since the full on-campus population is not anticipated to occur until beyond 2039, wastewater impacts would be less than anticipated in the 2010 Final SEIR for some period of time until full occupancy is achieved (beyond 2039).

Solid Waste

The 2020 Master Plan Update would result in a decrease in developed area compared to the 2010 Master Plan and would continue to include solid waste recycling leading to less solid waste generation. Additionally, solid waste is based on student population, and since the full on-campus population is not anticipated to occur until beyond 2039, solid waste impacts would be less than anticipated in the 2010 Final SEIR for some period of time until full occupancy is achieved (2036).

Storm Water

As discussed above, an on-site storm water detention facility was completed in the area of the sports fields along Freshman Drive. Required mitigation measures, BMPs and compliance with Low Impact Design Standards would mitigate impacts related to drainage under the proposed 2020 Master Plan Update. On-site storm water management techniques would allow for infiltration of water (in the new storm water detention basin on the soccer field and other locations) as well as treatment of water before it enters the drainage system. It is the intent of the campus to detain on-site the volume of water produced by a 0.75-inch storm event.

4.0 CONCLUSION

As discussed above, while the proposed 2020 Master Plan Update would result in construction activities extending through the year 2028 as compared to the end of 2020 that was discussed in the 2010 Final SEIR, overall construction impacts would be less because less new building area would be constructed resulting in less construction activity. Remaining construction activity would be substantially distant from neighboring residential uses (generally 700 feet or more) or buffered by topography as at the southern end of the campus. While ongoing construction activities could be annoying to some, they would not rise to the level of new significant impacts that were not addressed in the 2010 Final SEIR.

5.0 REFERENCES

West Los Angeles College. *Final Environmental Impact Report for the West Los Angeles College Facilities Master Plan*. January 2005.

West Los Angeles College. *Final Supplemental Environmental Impact Report for the West Los Angeles College Facilities Master Plan*, including Errata dated August 11, 2010.

West Los Angeles College. *Addendum to Final Supplemental Environmental Impact Report for the West Los Angeles College Facilities Master Plan*, January 15, 2014.

West Los Angeles College, 2nd *Addendum to Final Supplemental Environmental Impact Report, 2013 Master Plan Update, West Los Angeles College Master Plan*, March 9, 2016.

West Los Angeles College, 3rd *Addendum to Final Supplemental Environmental Impact Report, West Los Angeles College Master Plan Update*, September 18, 2018.

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