

LOS ANGELES COMMUNITY COLLEGE DISTRICT

**ADDENDUM TO THE LOS ANGELES MISSION
COLLEGE FACILITIES MASTER PLAN
2009 SUBSEQUENT ENVIRONMENTAL IMPACT
REPORT**

LEAD AGENCY
LOS ANGELES COMMUNITY COLLEGE DISTRICT

SPRING 2021

Summary

In 2007, a Facilities Master Plan (Master Plan) for Mission College was adopted by the Los Angeles Community College District's (District) Board of Trustees (Board). In conjunction with approving the Master Plan, and in compliance with the California Environmental Quality Act (CEQA), the District prepared and the Board certified an environmental impact report (2007 EIR) analyzing the Master Plan's potential effects on the environment.

Among other items, the 2007 EIR concluded that, due to projected enrollment growth, the Master Plan at full build out could have a potentially significant impact on the level of service (LOS)—i.e., traffic performance—at some intersections near the campus. Thus, the District adopted mitigation measures, such as intersection improvements, to reduce the Master Plan's anticipated traffic impacts to a less than significant level. These mitigation measures were retained in subsequent CEQA documents.

To date, the original enrollment projections that warranted the traffic mitigation measures have not come to fruition. In fact, on-campus enrollment numbers have declined. Because the anticipated enrollment numbers have not been reached, the anticipated traffic impacts have not occurred. Thus, the District is proposing to eliminate the traffic mitigation measures that were adopted more than a decade ago.

This Addendum to the EIR evaluates the potential environmental effects of eliminating the traffic mitigation measures that were adopted as part of the Master Plan. As explained herein, because eliminating the traffic mitigation measures will not result in a new or substantially more severe significant environmental effect, a supplemental EIR is not appropriate, and this Addendum has been prepared.

Purpose for this Addendum

This Addendum is a supplement to the Los Angeles Mission College Facilities Master Plan Final Program Environmental Impact Report that was certified by the District in January 2007 (State Clearinghouse No. 2002091071), the Los Angeles Mission College 2009 Facilities Master Plan Subsequent Environmental Impact Report certified by the District in November 2009 (also, State Clearinghouse No. 2002091071), and addenda in 2015 and 2018 (collectively, the Previous Environmental Documentation). This Addendum is prepared in accordance with the California Environmental Quality Act, California Public Resources Code (PRC) section 21000 et seq., and the State CEQA Guidelines, California Code of Regulations, Title 14, Section 15000 et seq. (State CEQA Guidelines).

The Previous Environmental Documentation and this Addendum serve as the environmental review for the proposed change to the Master Plan, i.e., elimination of the traffic mitigation measures.

Basis for Addendum

Section 15164 of the State CEQA Guidelines states: “The lead agency or 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 the preparation of a subsequent EIR have occurred.” Pursuant to Section 15162 of the State CEQA Guidelines, no subsequent EIR may be required for a project unless the City determines, on the basis of substantial evidence, that one or more of the following conditions are met:

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

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

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

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

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

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

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

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

As described below, the District has determined that none of the conditions listed above have occurred. Specifically, no new significant impacts will result from elimination of the traffic

mitigation measures. Nor are there any substantial increases in the severity of significant environmental impacts identified in the Previous Environmental Documentation. The impacts would be the same as or similar to the impacts resulting from the previously approved and analyzed Master Plan. Thus, an Addendum is the appropriate level of environmental review.

Background

2007 Master Plan and EIR

In 2007, the Board certified the 2007 EIR and adopted the Master Plan. The Master Plan sets forth the District's vision for the campus's facilities needed to serve future students and faculty. The 2007 EIR analyzed the Master Plan's potential environmental effects that might occur as a result of new construction, demolition, and anticipated changes in student enrollment. The campus, as it existed in 2007, was planned to accommodate 10,700 students. (URS 2006 Traffic Study at 4-1.) However, the 2007 EIR anticipated that at completion of the Master Plan's improvements—estimated to occur in 2015—on-campus enrollment would grow to 15,000. (URS 2006 Traffic study on page 1-1.)

Due to the changes anticipated by the Master Plan, the 2007 EIR analyzed the Master Plan's potential environmental effects, including effects on traffic and transportation. Based on the anticipated growth in student enrollment, the 2007 EIR and supporting technical traffic report concluded that, upon full build out, the Master Plan would have potentially significant impacts on traffic movement, i.e., the level of service (LOS), at some intersections near the campus.

As a result of these anticipated traffic impacts, the 2007 EIR proposed and the Board adopted the following mitigation measures to reduce the Master Plan's traffic impacts:

- **T-1:** Hubbard Street / Foothill Boulevard: The District shall provide restriping to add a westbound right-turn lane at the completion of Project Construction.
- **T-2:** Hubbard Street / I-210 EB Ramps: The District shall provide fair share contribution to restriping to add a northbound right turn lane (requires removing parking from NB leg between Foothill Blvd and EB ramps) at the completion of Project Construction.
- **T-3:** Hubbard Street / I-210 WB Ramps: The District shall fund the purchase and installation of ATCS control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-4:** Hubbard Street / Gladstone Avenue: The District shall fund the purchase and installation of ATCS control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-5:** Hubbard Street / Eldridge Avenue: The District shall fund the purchase and installation of ATCS control at this location and for inclusion of the intersection in the ATCS network and restriping to add a westbound left-turn lane with necessary signal modification at the completion of Project Construction.
- **T-6:** Maclay Avenue / Glenoaks Boulevard: The District shall fund the purchase and installation of ATCS control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.

- **T-7:** Maclay Avenue / Foothill Boulevard: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-8:** Maclay Avenue / I-210 EB Ramps: The District shall provide fair share contributions for restriping to add a northbound through-right and a southbound left at the completion of Project Construction.
- **T-9:** Maclay Avenue / I-210 WB Ramps: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-10:** Maclay Avenue / Gladstone Avenue: The District shall fund the purchase and installation of a traffic signal at the completion of Project Construction.
- **T-11:** Maclay Avenue / Fenton Avenue: The District shall fund the purchase and installation of a traffic signal at the completion of Project Construction.
- **T-12:** Hubbard Street / Glenoaks Boulevard: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-13:** The District shall develop a Neighborhood Traffic Management Plan for affected roadway segments. The NTM shall be developed in consultation with LADOT and shall be finalized by the completion of Project Construction. The plan shall include the following:
 - Public outreach to residents in affected neighborhoods
 - Description of existing facility and neighborhood traffic conditions and new roadway counts if necessary
 - Description of proposed neighborhood traffic controls including preliminary street modification plans
 - Analysis of any change in existing or future patterns as a result of implementation of the plan
 - Analysis of new area signage program for orientation
 - Presentation of alternatives to the public
 - Cost estimate and implementation and monitoring program
 - Funding responsibility and guarantees.
- Potential measures to control College related traffic include:
 - Signage in the study area directing users to the College via major roadways and signage indicating “Neighborhood Traffic Only” and “No Through Traffic”
 - Speed humps (neighborhood initiated, College funded)
 - Traffic circles (neighborhood initiated, College funded)
 - Parking facilities / Access (school initiated new parking, driveways, and Eldridge Ave. extension)

2009 Master Plan Update and Subsequent Environmental Impact Report

In 2009, the Master Plan was revised, and a subsequent environmental impact report (2009 SEIR) was certified. The 2009 SEIR re-analyzed the Master Plan’s potential impacts on traffic, based on enrollment at that time: 9,120 students in Spring 2009, and the still-anticipated enrollment of 15,000 students by the year 2015. (2009 SEIR at 3.14-19; 3.14-31.) Similar to the

2007 EIR, the SEIR determined—based on the anticipated growth in enrollment—that the revised Master Plan could have a potentially significant effect on traffic at some nearby intersections. Therefore, the traffic mitigation measures from the 2007 EIR were re-adopted, albeit with some minor modification (as noted below in underline and strike-through).

- **T-1:** Hubbard Street / Foothill Boulevard: The District shall provide restriping to add a westbound right-turn lane at the completion of Project Construction.
- **T-2:** Hubbard Street / I-210 EB Ramps: The District shall fund the purchase and installation of ~~provide fair share contribution to~~ restriping to add a northbound right turn lane (requires removing parking from NB leg between Foothill Blvd and EB ramps) at the completion of Project Construction.
- **T-2:** Signalize Maclay Street / Harding Street intersection prior to Project completion.
- **T-3:** Hubbard Street / I-210 WB Ramps: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-4:** Hubbard Street / Gladstone Avenue: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-5:** Provide a shuttle service from the Main campus to the East Campus and provide temporary free parking in the parking structure.
- **T-5:** Hubbard Street / Eldridge Avenue: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network and restriping to add a westbound left-turn lane with necessary signal modification at the completion of Project Construction.
- **T-6:** Maclay Avenue / Glenoaks Boulevard: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-7:** Maclay Avenue / Foothill Boulevard: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-8:** Maclay Avenue / I-210 EB Ramps: The District shall provide fair share contributions for restriping to add a northbound through-right and a southbound left at the completion of Project Construction.
- **T-9:** Maclay Avenue / I-210 WB Ramps: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-10:** Maclay Avenue / Gladstone Avenue: The District shall fund the purchase and installation of a traffic signal at the completion of Project Construction.
- **T-11:** Maclay Avenue / Fenton Avenue: The District shall fund the purchase and installation of a traffic signal at the completion of Project Construction.
- **T-12:** Hubbard Street / Glenoaks Boulevard: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-13:** The District shall develop a Neighborhood Traffic Management Plan for the neighborhood generally bounded by Eldridge Avenue on the north, Hubbard Street on the west, Maclay Street on the east, and Fenton Avenue on the south. ~~affected roadway~~

~~segments.~~ The NTM shall be developed in consultation with LADOT and LAUSD. The NTM shall include a construction traffic management plan which shall be finalized prior to construction of the new Master Plan projects. ~~be finalized by the completion of Project Construction.~~ The plan shall include the following:

- Public outreach to residents in affected neighborhoods
 - Description of existing facility and neighborhood traffic conditions and new roadway counts if necessary
 - Description of proposed neighborhood traffic controls including preliminary street modification plans
 - Analysis of any change in existing or future patterns as a result of implementation of the plan
 - Analysis of new area signage program for orientation
 - Presentation of alternatives to the public
 - Cost estimate and implementation and monitoring program
 - Funding responsibility and guarantees
 - Measures to minimize construction traffic and construction-related impacts on local roadways, schools, bus routes, and pedestrian facilities, as described in the Los Angeles Unified School District “Environmental Impact Responses” letter dated December 4th, 2006, Section of the Final EIR.
- ~~Potential measures to control College related traffic include:~~
- Signage in the study area directing users to the College via major roadways and signage indicating “Neighborhood Traffic Only” and “No Through Traffic”
 - Speed humps (neighborhood initiated, College funded)
 - Traffic circles (neighborhood initiated, College funded)
 - Parking facilities / Access (school initiated new parking, driveways, and Eldridge Ave. extension)
 - “Neighborhood Traffic Only” and “No Through Traffic.”

2015 Master Plan Update and Addendum

In 2015, the Master Plan was again updated. Two projects that were previously approved were deferred (the Athletic Fields and Student Services building), the previously-approved Central Plant facility was reduced in size, and the previously-approved Education Building was removed from the Master Plan (its program was incorporated into East Campus Building #17). The revisions did not trigger any changes in enrollment or warrant new analysis of traffic mitigation measures. An addendum to the 2007 EIR was prepared to comply with CEQA.

2018 Master Plan Update and Addendum

In 2018, the Master Plan was again updated. The Student Services building was re-activated and its size was slightly increased from 55,000 square feet (sf) to 64,000 sf. The revisions did not trigger any changes in enrollment or warrant new analysis of traffic mitigation measures. A second addendum to the 2007 EIR was prepared to comply with CEQA.

Proposed Modifications

Due to the fact that on-campus student enrollment has not reached anticipated levels, the anticipated traffic impacts have not occurred. Therefore, the District is proposing to eliminate the previously adopted traffic mitigation measures, as fully set forth below:¹

- **T-1:** Hubbard Street / Foothill Boulevard: The District shall provide restriping to add a westbound right-turn lane at the completion of Project Construction.
- **T-2:** Hubbard Street / I-210 EB Ramps: The District shall fund the purchase and installation of restriping to add a northbound right turn lane (requires removing parking from NB leg between Foothill Blvd and EB ramps) at the completion of Project Construction.
- **T-2:** Signalize Maclay Street / Harding Street intersection prior to Project completion.
- **T-3:** Hubbard Street / I-210 WB Ramps: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-4:** Hubbard Street / Gladstone Avenue: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-5:** Provide a shuttle service from the Main campus to the East Campus and provide temporary free parking in the parking structure.
- **T-5:** Hubbard Street / Eldridge Avenue: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network and restriping to add a westbound left-turn lane with necessary signal modification at the completion of Project Construction.
- **T-6:** Maclay Avenue / Glenoaks Boulevard: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-7:** Maclay Avenue / Foothill Boulevard: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-8:** Maclay Avenue / I-210 EB Ramps: The District shall provide fair share contributions for restriping to add a northbound through-right and a southbound left at the completion of Project Construction.
- **T-9:** Maclay Avenue / I-210 WB Ramps: The District shall fund the purchase and installation of ATSAC control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-10:** Maclay Avenue / Gladstone Avenue: The District shall fund the purchase and installation of a traffic signal at the completion of Project Construction.
- **T-11:** Maclay Avenue / Fenton Avenue: The District shall fund the purchase and installation of a traffic signal at the completion of Project Construction.

¹ The SEIR lists two, separate mitigation measures as T-2 and T-5. To maintain consistency, they are numbered here in the same way they are numbered in the SEIR.

- **T-12:** Hubbard Street / Glenoaks Boulevard: The District shall fund the purchase and installation of ATCS control at this location and for inclusion of the intersection in the ATCS network at the completion of Project Construction.
- **T-13:** The District shall develop a Neighborhood Traffic Management Plan for the neighborhood generally bounded by Eldridge Avenue on the north, Hubbard Street on the west, Maclay Street on the east, and Fenton Avenue on the south. The NTM shall be developed in consultation with LADOT and LAUSD. The NTM shall include a construction traffic management plan which shall be finalized prior to construction of the new Master Plan projects. The plan shall include the following:
 - Public outreach to residents in affected neighborhoods
 - Description of existing facility and neighborhood traffic conditions and new roadway counts if necessary
 - Description of proposed neighborhood traffic controls including preliminary street modification plans
 - Analysis of any change in existing or future patterns as a result of implementation of the plan
 - Analysis of new area signage program for orientation
 - Presentation of alternatives to the public
 - Cost estimate and implementation and monitoring program
 - Funding responsibility and guarantees
 - Measures to minimize construction traffic and construction-related impacts on local roadways, schools, bus routes, and pedestrian facilities, as described in the Los Angeles Unified School District “Environmental Impact Responses” letter dated December 4th, 2006, Section of the Final
 - Signage in the study area directing users to the College via major roadways and signage indicating “Neighborhood Traffic Only” and “No Through Traffic”
 - Speed humps (neighborhood initiated, College funded)
 - Traffic circles (neighborhood initiated, College funded)
 - Parking facilities / Access (school initiated new parking, driveways, and Eldridge Ave. extension)
 - “Neighborhood Traffic Only” and “No Through Traffic.”

In Spring of 2009, when the above mitigation measures were adopted, the on-campus student enrollment at Mission College was 9,120. A decade later, in Fall of 2019, on-campus student enrollment at Mission College was 8,615. This is not only a decrease in on-campus enrollment from 2009, when the mitigation measures were adopted, it is significantly lower than the anticipated student enrollment of 15,000 that was used to conclude that the Master Plan’s potential traffic impacts would be significant and that mitigation measures were warranted.

However, because the anticipated student enrollment has not occurred, the anticipated traffic impacts have also not occurred. Thus, the traffic mitigation measures are not warranted.

CEQA Analysis

Under CEQA, mitigation measures adopted when a project is approved may be modified or deleted if the agency gives a legitimate reason for making the change and supports those reasons

with substantial evidence. (*Napa Citizens for Honest Government v. Napa County Board of Supervisors* (2001) 91 Cal.App.4th 342, 359.) A modification to a condition of approval will be upheld if the agency's interpretation of the condition is reasonable, and if the modification will not result in new, more severe environmental impacts. (*Stone v. Board of Supervisors* (1988) 205 Cal.App.3d 927.) The reasons for deleting the mitigation measure and the effect of doing so must be addressed in a supplemental EIR or other appropriate CEQA document such as an addendum. (See *Lincoln Place Tenants Association v. City of Los Angeles* (2005) 130 Cal.App.4th 1491, 1508.)

These decisions are based in part on CEQA's standards for determining when a subsequent or supplemental EIR is required. Under these standards, if a project is changed after it is approved and that change is associated with a discretionary approval, the agency must consider whether further CEQA review is required. If deletion or modification of a mitigation measure would change the prior approval in a way that would allow a new significant impact to occur, or increase the severity of a significant impact, a supplemental EIR may be required. (Pub. Resources Code, § 21166; State CEQA Guidelines, § 15162.) A mitigation measure may be changed or deleted without preparing a supplemental EIR if the agency determines that the measure is no longer necessary to mitigate a significant impact, and that determination is supported by substantial evidence. (*Mani Bros. Real Estate Group v. City of Los Angeles* (2007) 153 Cal.App.4th 1385, 1388.)

As discussed above, no further EIR may be prepared unless one of the circumstances under Public Resources Code section 21166, as further clarified in State CEQA Guidelines section 15162, has occurred:

- (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 that the EIR was certified as complete or the negative declaration was adopted, shows any of the following:*
 - a. *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
 - b. *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*

- c. *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
- d. *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

Here, the proposed change to the Master Plan (i.e., elimination of the traffic mitigation measures) would not result in a new or more severe significant impact. Further, there are no substantial changes in circumstances or new information of substantial importance that show a new or more severe significant environmental impact.

The evidence demonstrates that student enrollment has not reached the projected 15,000 number used in the SEIR as the basis for the traffic impacts and mitigation measures. In fact, student enrollment in Fall of 2019 (8,615) was lower than enrollment in 2009 (9,120), when the SEIR mitigation measures were adopted. Additionally, the campus as it existed in 2007 was already planned to accommodate 10,700 students—thousands more than are currently enrolled on campus. As such, the Master Plan’s traffic impacts, as anticipated in 2009, have not occurred, and the mitigation is not necessary or warranted.

Recent developments and changes in remote-learning opportunities and interest during the Covid pandemic could further reduce on-campus enrollment going forward. Thus, future on-campus student enrollment is not expected to reach previously anticipated levels that warranted the traffic mitigation measures.

Furthermore, since adoption of the traffic mitigation measures in 2009, CEQA has been amended such that traffic impact methodologies focused on “level of service,” as were used in 2009, are no longer appropriate. (See PRC, § 21099; State CEQA Guidelines, § 15064.3.) CEQA now states that “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment.” (PRC, § 21099(b)(2).) Accordingly, the traffic impacts and mitigation measures from 2009 would no longer be warranted if they were considered under current CEQA requirements.

For these reasons, the traffic mitigation is eliminated and substantial evidence supports the conclusion that no new or more severe significant impacts will occur as a result.

Conclusion

With regard to CEQA Section 21166 and Section 15162 of the State CEQA Guidelines:

1. The Modified Project does not propose substantial changes that will require major revisions of the Previous Environmental Documentation due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. No substantial changes have occurred with respect to the circumstances under which development of the Modified Project is undertaken that will require major revisions of the Previous Environmental Documentation due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

3. No new information of substantial importance was found with regards to the Modified Project which would (a) create new significant effects; (b) increase the severity of previously examined significant effects; (c) determine that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects, but was not adopted; or (d) introduce mitigation measures or alternatives that are considerably different from those analyzed in the Previous Environmental Documentation and that would reduce significant impacts.

For these reasons, a supplemental EIR may not be prepared and an Addendum is appropriate.

References

Los Angeles Community College District (LACCD). 2007 (January). *Los Angeles Mission College Facilities Master Plan Final Program Environmental Impact Report*. Los Angeles, CA: LACCD. <http://www.lamission.edu/planning/>

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Los Angeles Community College District (LACCD). 2015 (June). *Addendum to the Los Angeles Mission College 2009 Facilities Master Plan Supplemental Environmental Impact Report*. Los Angeles, CA: LACCD. <http://www.lamission.edu/planning/>

Los Angeles Community College District (LACCD). 2018 (July). *Addendum to the Los Angeles Mission College 2009 Facilities Master Plan Supplemental Environmental Impact Report*. Los Angeles, CA: LACCD. <http://www.lamission.edu/planning/>