# ADDENDUM TO THE
# LOS ANGELES TRADE-TECHNICAL COLLEGE
# THIRTY YEAR MASTER PLAN EIR
**(SCH NO. 2004121007)**

*Prepared for:*
**LOS ANGELES COMMUNITY COLLEGE DISTRICT**

*Prepared by:*

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December 14, 2009

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# I. INTRODUCTION

**Project Information**

Project Title: Addendum to Final Environmental Impact Report for Thirty-Year Master Plan

Los Angeles Trade-Technical College

Project Location: 400 West Washington Boulevard, Los Angeles, California, 90015-4096

Project Applicant: Los Angeles Trade-Technical Community College (LATTC)

## BACKGROUND DOCUMENTATION

The following provides an overview of the prior entitlement actions and environmental documentation associated with the planning and development of the LATTC Campus from 2002 to the present.

### LATTC Campus Plan 2002

Pursuant to the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) was prepared for the Los Angeles Trade-Technical College Campus Plan 2002.[1] The LATTC Campus Plan 2002 project includes three distinct elements: 1) the expansion, renovation, modernization, and demolition of existing buildings (Building Projects); 2) the increase in open space (Landscaping and Open Space Plan) and 3) the implementation of non-structural upgrades (Utilities and Infrastructure Projects). The Project also involves the acquisition of property for additional building construction. Implementation of the Project would increase the total building area on the campus from 780,000 to 850,600 gross square feet (including new central receiving areas), and will increase the amount of open space from 355,316 square feet to 682,344 square feet.

The following environmental issue areas from the LATTC Campus Plan 2002 Final EIR were found to be significant and unavoidable: Air Quality (Construction – $NO_x$ emissions); Air Quality (Operation – $NO_x$, ROC, and CO emissions would exceed threshold); Historic Resources (Impacts on Building A & C); Noise (Construction); Transportation and Circulation (Peak hour impacts would occur at four intersections, including incremental addition to the Harbor and Santa Monica Freeways).

In September 2003, the Los Angeles Community College District ("LACCD" - the Lead Agency) certified the EIR and adopted the Findings of Fact and Statement of Overriding Considerations to support it's approval of the LATTC Five-Year Campus Plan 2002.

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[1] *Final Environmental Impact Report for Campus Plan 2002 Los Angeles Trade-Technical College (Clearinghouse No. 2003031103), August 2003.*

**2004 Addendum to the Campus Plan 2002 EIR**

In 2004 the LACCD certified an Addendum to the Campus Plan 2002 EIR and adopted an amended Findings of Fact and Statement of Overriding Considerations to support it's approval of a six level parking structure on Olive Street. The 2004 Addendum addressed the potential environmental impacts of the construction and operation of a revised and expanded Olive Street Parking Garage design. The LATTC Campus Plan 2002 included plans to construct a six-story, 400-space Olive Street Parking Garage with an adjacent 150-space surface parking lot north of and directly adjacent to the proposed Child Development Center on the 3-acre Campus parcel located east of the Main Campus between Grand Avenue and Olive Street. Changes were proposed to the Olive Street Parking Garage to include constructing a five-story/six-level parking garage (i.e., five-story with ground level and roof-top parking) to accommodate 800 spaces instead of 400. This expansion involved extending the footprint of the previous garage design and eliminated the 150-space surface parking area that was proposed to the north of the parking garage.

**2005 Thirty-Year Master Plan EIR**

In 2005, the LACCD certified the EIR for the 30-Year Master Plan[2] and adopted Findings of Fact and Statement of Overriding Considerations to support its approval of the 30-Year Master Plan. The Thirty Year Master Plan identifies specific construction, demolition, renovation and other facility improvements to be achieved following implementation of the Five-Year Campus Plan.

A major component of the Thirty-Year Master Plan is the acquisition and integration of 3.46 acres east of Grand Avenue between 21st and 23rd Streets into the overall campus plan. The acquisition of these properties allows for an organization of the Campus into four basic functional components: 1) Liberal Arts and Sciences on the north campus; 2) Physical Education and Recreation on the south campus; 3) Vocational Department and Programs along both sides of Grand Avenue; and 4) Campus Services distributed along Grand Avenue and the 21st Street alignment. A major step toward fulfillment of the thirty-year vision is the relocation of the vocational programs located in the existing "F" building to the site east of Grand Avenue between 21st and 23rd Streets.

In all, the Thirty-Year Master Plan proposed 1.3 million square feet of instructional and office space beyond that which is provided in the Five-Year Campus Plan for a total development of 2,052,000 sf. The vehicular circulation and parking strategy of the Five-Year Campus Plan is expanded and strengthened in the Thirty-Year Master Plan with the establishment of three additional parking structures planned such that they can be staged in tandem with the construction of expanded instructional/office facilities thus maintaining a functioning ratio of parking to building gross floor areas. The future

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[2] *Final Environmental Impact Report for the Los Angeles Trade-Technical College Thirty-Year Master Plan (Clearinghouse No. 2004121007), May 2005.*

enrollment projections for the Thirty-Year Master Plan do not exceed the enrollment as forecasted in the Five-Year Campus Plan, which identified a future enrollment level of 21,300 students.

The following environmental issue areas from the Thirty Year Master Plan EIR were found to be less than significant: Aesthetics (Views); Geology & Soils; Hazardous Materials/Risk of Upset; Land Use and Planning; Noise (Construction & Operation); Public Utilities (Energy Conservation, Wastewater, Water & Solid Waste); and Public Services (Police & Fire Protection). In addition, the following environmental issue areas from the Thirty Year Master Plan EIR were found to be significant and unavoidable: Air Quality (Construction – CO & $NO_x$ emissions); Air Quality (Operation – ROG emissions would exceed thresholds); Transportation and Circulation (Peak hour impacts for Grand Avenue & Washington Boulevard). As mentioned above, in 2005 the LACCD certified the EIR for the 30-Year Master Plan and adopted Findings of Fact and Statement of Overriding Considerations to support it's approval of the 30-Year Master Plan.

**Purpose of this Addendum**

Pursuant to Section 15164 of the State CEQA Guidelines, the lead 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. The scope of this Addendum focuses on the environmental effects that are associated with the specific changes that would take place due to the potential future acquisition of five parcels of land that are located within one block of the Main Campus, and the construction of a proposed seven-story parking garage which are described in further detail in Section II, Project Description.

## ORGANIZATION OF ADDENDUM

This Addendum is organized into six sections as follows:

I. Introduction: This section provides introductory information such as the project title, the project applicant, the lead agency for the Proposed Project, and summary of background documentation.

II. Project Description: This section provides a detailed description of the project location, environmental setting and the Proposed Project characteristics.

III. Rationale for Addendum: This section contains the rationale for preparing an Addendum pursuant to Section 15164 of the State CEQA Guidelines.

IV. Environmental Impact Analysis: This Section contains a brief summary of the environmental impacts disclosed in the prior EIRs for each environmental issue area. The evaluation includes an analysis of how any of the environmental factors may be altered as a result of the proposed changes.

V. Preparers of Addendum and Persons Consulted: This section provides a list of lead agency personnel, consultants and other governmental agencies that participated in the preparation of the Addendum.

# II. PROJECT DESCRIPTION

## PROJECT LOCATION

Los Angeles Trade-Technical College (LATTC) is located at 400 West Washington Boulevard in the Southeast Los Angeles Community Planning area of the City of Los Angeles. LATTC's Main Campus encompasses is generally bounded by E. Washington Boulevard to the north, Olive Street to the east, 23rd Street to the south, and S. Flower Street to the west. The LATTC Campus includes an approximate 3-acre lot developed with a parking structure and the Child Development Center and is bounded by Grand Avenue to the west, 21st Street to the south, Olive Street to the east, and an SBC Communications Company property which fronts Washington Boulevard to the north.

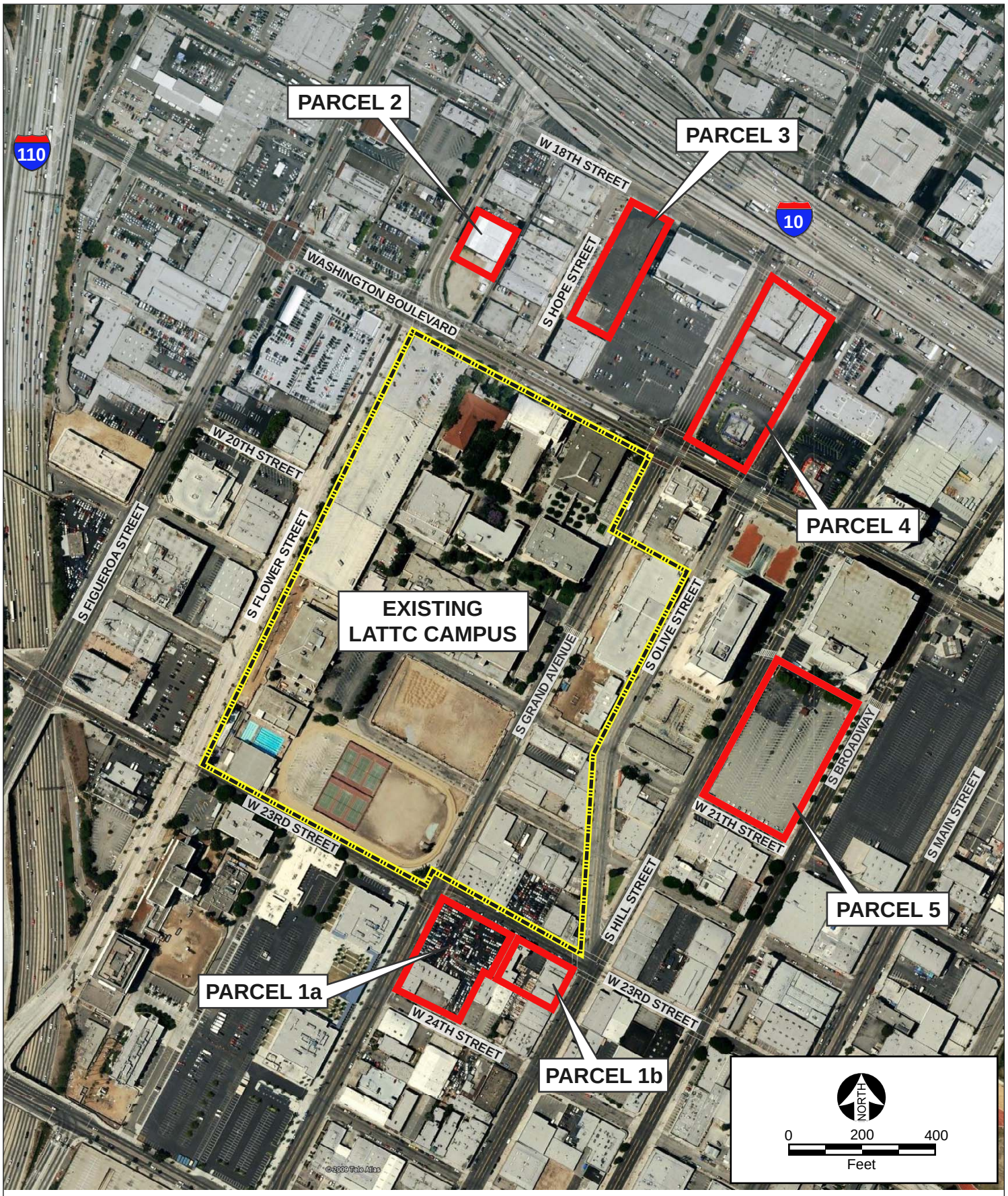
The focus of this addendum includes the potential future acquisition of five parcels of land that are located within one block of the Main Campus. A vicinity map depicting the existing boundaries of the LATTC Campus and the five proposed acquisition parcels is provided in Figure 1, Project Boundaries on page II-2. The potential future acquisition parcels are identified as follows:

- The Parcel 1 acquisition site is located south of the Main Campus and includes an approximate 1.8-acre site generally encompassing the lots on the south side of W. 23rd Street between Grand Avenue and Hill Street; two of the lots fronts W. 24th Street (See Figure 2). The site is currently configured and developed with four separate land uses including: a one story (plus mezzanine) warehouse/office building, an auto salvage surface parking lot, a 59-unit 3-story hotel building, and a two story commercial retail building. For purposes of this Addendum, Parcel 1 is separated into 2 subparcels: Parcel 1a includes the one story (plus mezzanine) warehouse/office building and auto salvage surface parking lot, and Parcel 1b includes the hotel and commercial building.

- The Parcel 2 acquisition site is located north of the Main Campus on the east side of Flower Street midblock between Washington Boulevard and W. 18th Street (See Figure 3). This site encompasses an approximate 0.5–acre site that is currently developed with a two-story light manufacturing commercial building.

- The Parcel 3 acquisition site is located north of the Main Campus on the east side of Hope Street between W. 18th Street and Washington Boulevard, excluding the corner lot at the northeast corner of the intersection at Hope Street and Washington Boulevard (See Figure 4). This site encompasses approximately 0.66 acres and is currently developed with surface parking and an approximate 2,000 square foot temporary modular building.

- The Parcel 4 acquisition site is located northeast of the Main Campus and includes the entire city block bounded by Washington Boulevard to the south, Grand Avenue to the west, W. 18th Street to the north, and Olive Street to the east (See Figure 5). This site encompasses approximately 2.28 acres and is currently developed with a fast food restaurant, auto service body shops, and a mix of one and two-story retail/office buildings. Parcel 4 contains an approximate total of 79,226 sf of existing operational uses.




Source: Google Earth Pro and Christopher A. Joseph & Associates, 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
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Figure 1
Project Boundaries

5126 | 21

SCALE 1" = 60'

1996

2-23-66
660615
960214
REVISED

PARCEL 1a

PARCEL 1b

23RD ST.

GRAND AVE.

24TH ST.

HILL ST.

HEGE TRACT
M.R. 9-99

GROVER ORCHARD TRACT
M.R. 5-452

CODE
6658

FOR PREV. ASSM'T. SEE: 250-14

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

Source: Assessor's Map, County of Los Angeles, California.

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Figure 2
Parcel 1

5126 | 11

SCALE 1" = 80'

2002

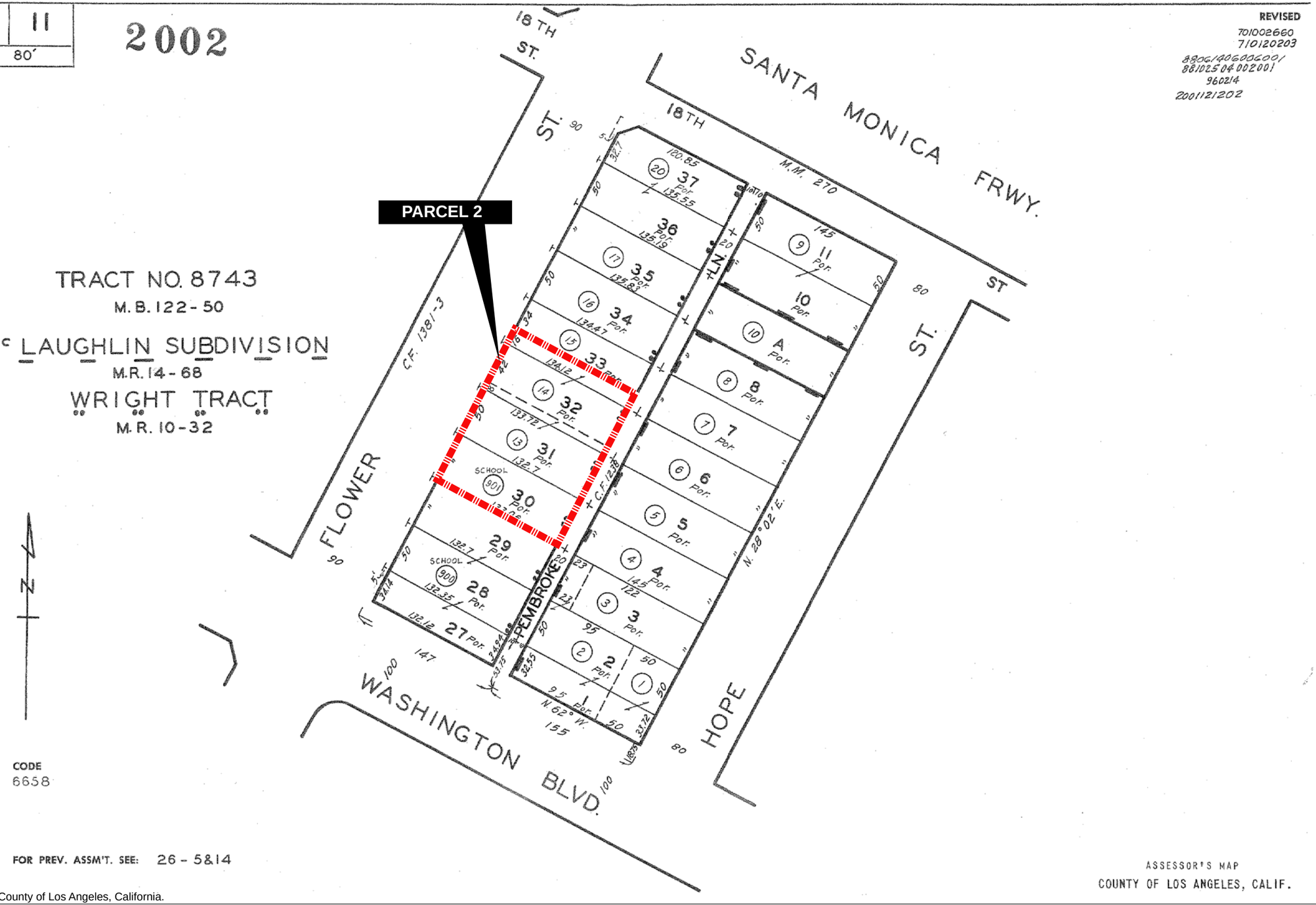
REVISED
701002660
7/0120203
8806/406000/
88102504002001
960214
2001121202

TRACT NO. 8743
M.B. 122-50

F. Mc LAUGHLIN SUBDIVISION
M.R. 14-68

WRIGHT TRACT
M.R. 10-32

PARCEL 2



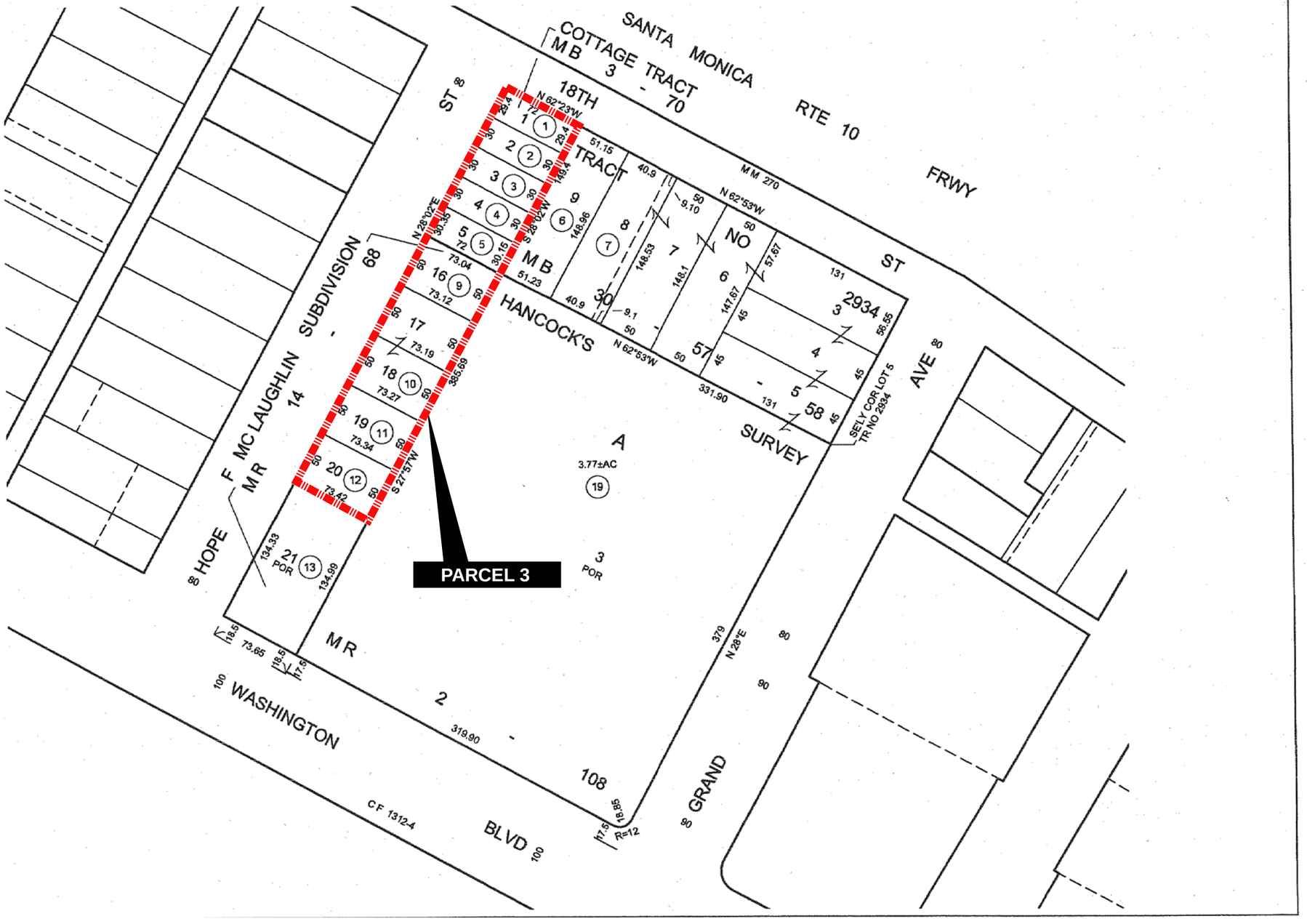

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

Source: Assessor's Map, County of Los Angeles, California.

| 5126 | 12 SHEET | P. A. 26-5,42,44 | TRA 6658 | REVISED 89083010011001-27 891010 | 960214 2003033/07002001-27 | | | | SEARCH NO | | OFFICE OF THE ASSESSOR COUNTY OF LOS ANGELES COPYRIGHT © 2002 |
|---|---|---|---|---|---|---|---|---|---|---|---|

2003

MAPPING AND GIS SERVICES
SCALE 1" = 100'




Source: Assessor's Map, County of Los Angeles, California.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 4
Parcel 3

5126 | 26

SCALE 1" = 80'

1996

REVISED
5-31-68
740501
770826809
960214

M.M. 270

SANTA MONICA FRWY.

18TH ST.

AVE.

GRAND

OLIVE ST.

WASHINGTON BLVD.
C.F. 1312-4

C.F. 1391-1-2

McNEIL'S GRAND AVE. TRACT
M. B. 11 - 60

UNSOLD PORTION OF THE PRAGER TRACT
M.R. 37 - 97

SCHILLER TRACT
M.R. 3 - 134

BLK. A

PARCEL 4

N. 31°02'45" E. 198.98

S. 58° 19' 15" E. 457.8

202.44

185.92

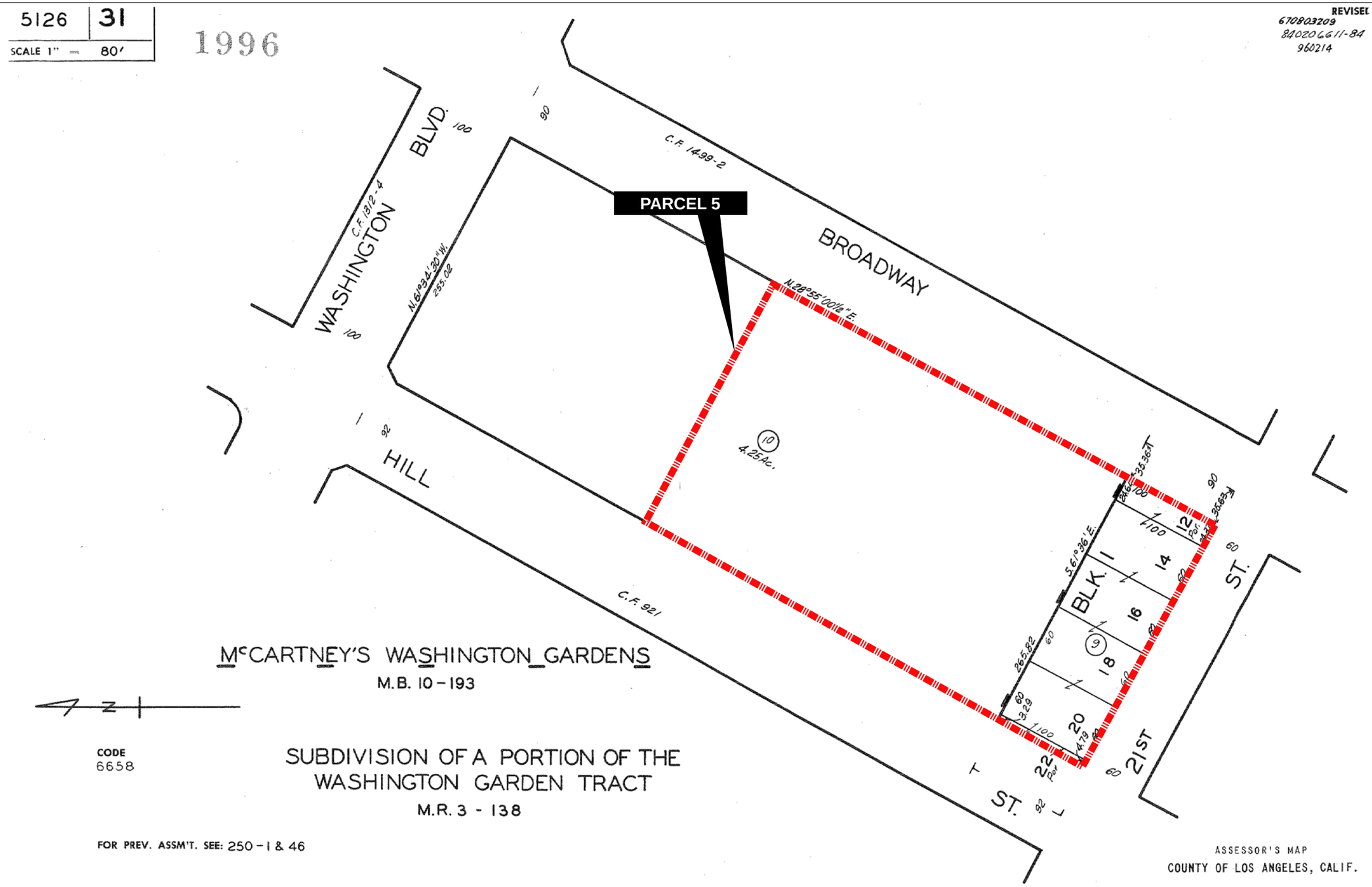
164.52

CODE
6658

FOR PREV. ASSM'T. SEE: 26 -2 & 15

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

Source: Assessor's Map, County of Los Angeles, California.




Source: Assessor's Map, County of Los Angeles, California.

- The Parcel 5 acquisition site is located east of the Main Campus and includes an approximate 2.9-acre surface parking lot bounded by the L.A. Mart building to the north, Hill Street to the west, S. Broadway to the east and W. 23rd Street to the south. (See Figure 6 above).

## ENVIRONMENTAL SETTING

### Existing Campus

The Main LATTC Campus occupies approximately 26 acres and is designated as a "Public Facility" land use in the Southeast Los Angeles Community Plan and includes "Multi-Family Residential" (R4), "Commercial" (C2) and "Industrial" (M1) zoning designations. Current site photographs documenting the current status of the campus environment and development projects approved as part of the LATTC Campus Plan 2002 and Thirty Year Master Plan were taken by CAJA staff in August 2009. These photographs focused on capturing the existing campus frontages along Washington Boulevard, Flower Street, W. 23rd Street, Grand Avenue, Olive Street and Hill Street. A detailed description of each viewshed that has been captured is provided in Figures 7 through 13 on pages II-9 through II-15.

### Proposed Acquisition Parcels

A visual land use survey and land use records searches utilizing the City of Los Angeles Zoning Information And Map Access System (ZIMAS) database and a Chicago Title Survey (2003) previously conducted for the Campus Plan 2002 planning efforts were conducted to identify the current land uses at the five proposed acquisition parcels. Each parcel has been photographed to capture the boundaries and existing land uses on each parcel. Figures 14 through 21 on pages II-16 through II-23 provide a detailed description of each viewshed. In addition, a detailed outline of the parcel identification information (i.e., assigned street addresses and Assessor Parcel Numbers), and status of the current land uses is shown in Table 1 on page II-24.

**View 1:** View looking south at LATTC's existing campus from the intersection of Grand Avenue and Washington Boulevard.

**View 2:** View looking west along Washington Boulevard at LATTC's existing campus frontage.


**View 3:** View looking southwest across the intersection of Grand Avenue and Washington Boulevard toward the existing LATTC Campus. The AT&T building (left) is not part of LATTC.


**PHOTO LOCATION MAP**

Source: Christopher A. Joseph & Associates, August 2009.

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Figure 7
Views of the Existing LATTC Campus
Views 1-3

**View 4:** View of the AT&T building (front right) and the existing LATTC campus (beyond) from the intersection of Olive Street and Washington Boulevard.

**View 5:** View looking southwest down Olive Street toward the existing LATTC campus frontage.


**View 6:** View looking northwest toward the existing LATTC campus from Olive Street.


**View 7:** View looking southwest from Olive Street at one of the LATTC's parking structures.

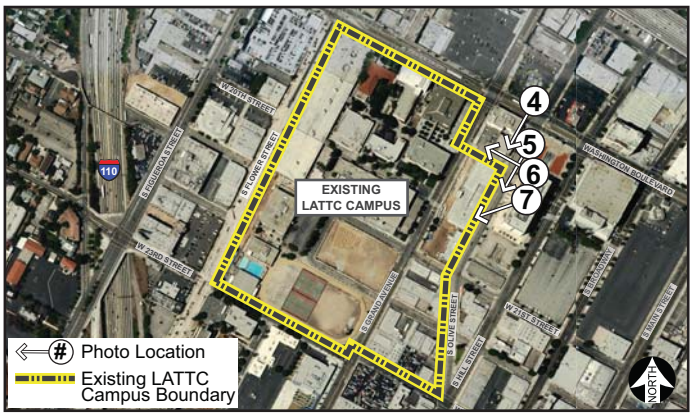


**PHOTO LOCATION MAP**

Source: Christopher A. Joseph & Associates, August 2009.

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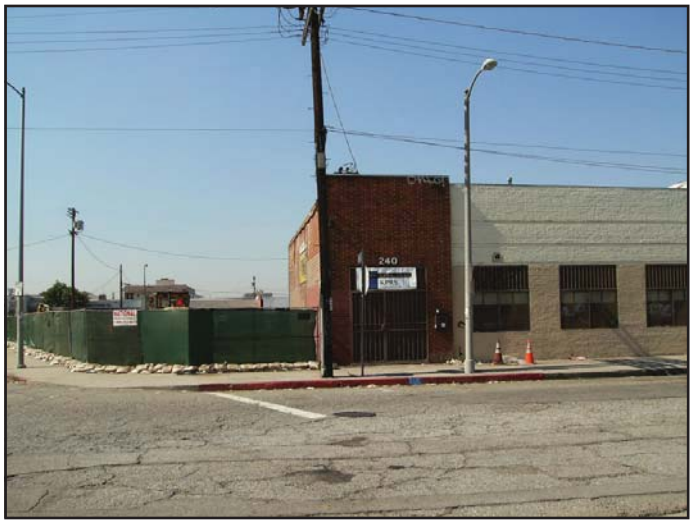
Environmental Planning and Research

Figure 8
Views of the Existing LATTC Campus
Views 4-7

**View 8:** View looking northwest across W. 21st Street at LATTC's existing campus.



**View 9:** View looking south across W. 21st Street towards LATTC's existing campus that fronts Olive Street.

**View 10:** View looking north across W. 22nd Steet towards LATTC's existing campus that fronts Olive Street.

**View 11:** View looking north toward LATTC's existing campus that fronts Olive Street.

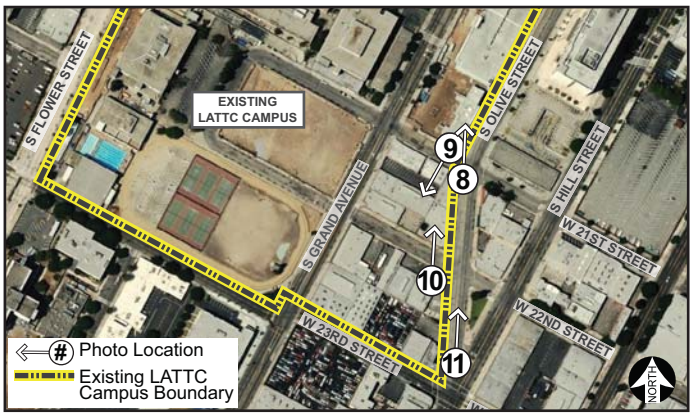



**PHOTO LOCATION MAP**

Source: Christopher A. Joseph & Associates, August 2009.

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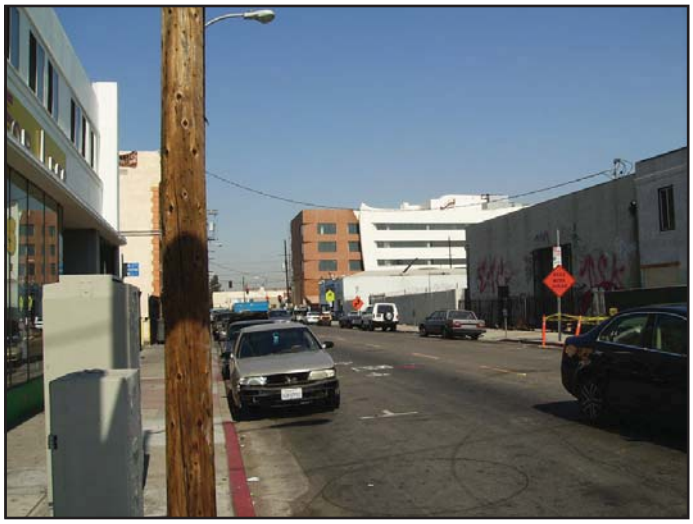
Figure 9
Views of the Existing LATTC Campus
Views 8-11

**View 12:** View looking northwest across W. 23rd Street toward the southeast corner of LATTC's exisitng campus.



**View 13:** View looking northwest across W. 23rd Street toward LATTC's existing campus frontage.

**View 14:** View looking northeast across W. 23rd Street toward LATTC's existing campus frontage.


**PHOTO LOCATION MAP**

Source: Christopher A. Joseph & Associates, August 2009.

**View 15:** View from the intersection of W. 23rd Street and Grand Avenue looking northwest at LATTC's existing campus.

**View 16:** View looking east from W. 23rd Street at LATTC's existing campus.

**View 17:** View looking southeast from W. 23rd Street at LATTC's existing campus.


**PHOTO LOCATION MAP**

Source: Christopher A. Joseph & Associates, August 2009.

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Figure 11
Views of the Existing LATTC Campus
Views 15-17

**View 18:** View looking southeast down W. 23rd Street from the intersection of 23rd Street and Flower Street. LATTC's campus is on the left.


**View 19:** View looking northeast across Flower Street toward LATTC's exisitng campus.

**View 20:** View looking south across Flower Street toward LATTC's existing campus.


**PHOTO LOCATION MAP**

Source: Christopher A. Joseph & Associates, August 2009.

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Figure 12
Views of the Exisitng LATTC Campus
Views 18-20

**View 21:** View looking southeast across the intersection of Flower Street and Washington Boulevard toward LATTC's existing campus.

**View 22:** View looking southwest across the intersection of Flower Street and Washington Boulevard toward LATTC's existing campus.

**View 23:** View looking southeast across Washington Boulevard toward LATTC's existing campus.


**PHOTO LOCATION MAP**

Source: Christopher A. Joseph & Associates, August 2009.

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Figure 13
Views of the Existing LATTC Campus
Views 21-23

**View 1:** View looking southwest across W. 23rd Street toward the apartment building and parking on Parcel 1b. Parcel 1a is located beyond.

**View 2:** View looking southwest across W. 23rd Street toward the parking lot on Parcel 1a.

**View 3:** View looking southeast down W. 23rd Street toward Parcel 1a. Note that there is a parking lot behind the fence, and the apartment building on Parcel 1b is located beyond.

**View 4:** View looking southwest down Grand Avenue at the western boundary of Parcel 1a.

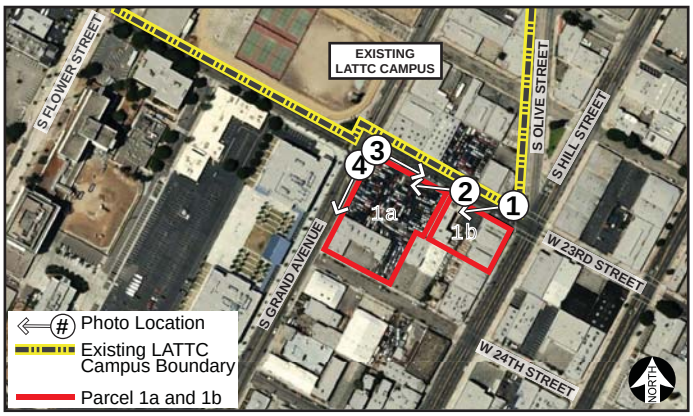
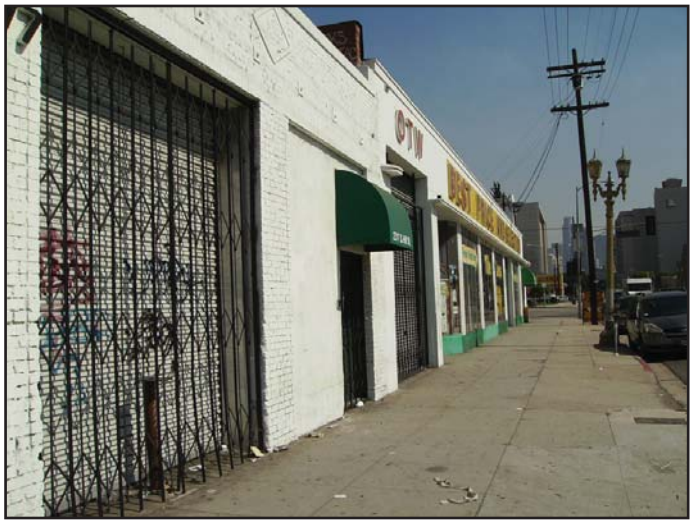



**PHOTO LOCATION MAP**

Source: Christopher A. Joseph & Associates, August 2009.

**View 5:** View looking north toward the southwest boundary of Parcel 1a (white fence). A parking lot is located beyond the fence.



**View 6:** View looking northeast up S. Hill Street toward retail uses located on Parcel 1b.


**View 7:** View looking southwest across the intersection of S. Hill Street and W. 23rd Street toward retail uses on Parcel 1b.

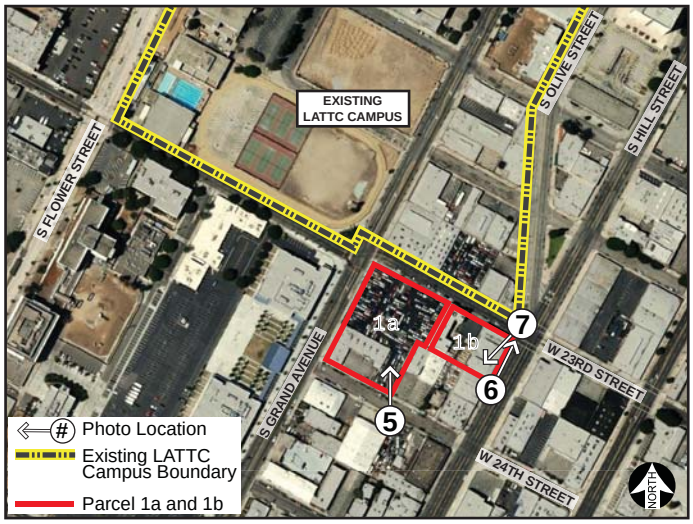



**PHOTO LOCATION MAP**

Source: Christopher A. Joseph & Associates, August 2009.

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Figure 15
Views of Parcel 1
Views 5-7

**View 1:** View looking northeast up Flower Street toward Parcel 2 (red building).

**View 2:** View looking south along Flower Street toward Parcel 2.

**View 3:** View looking northwest from the middle of the block toward Parcel 2 (left) and the adjacent land use (right).

**View 4:** View looking north from the middle of the block toward Parcel 2.

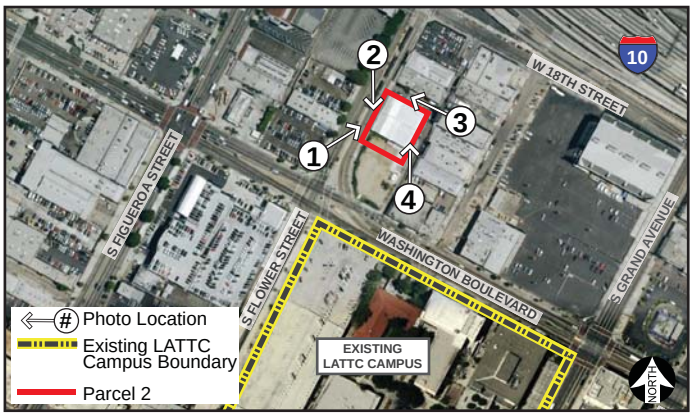


**PHOTO LOCATION MAP**

Source: Christopher A. Joseph & Associates, August 2009.

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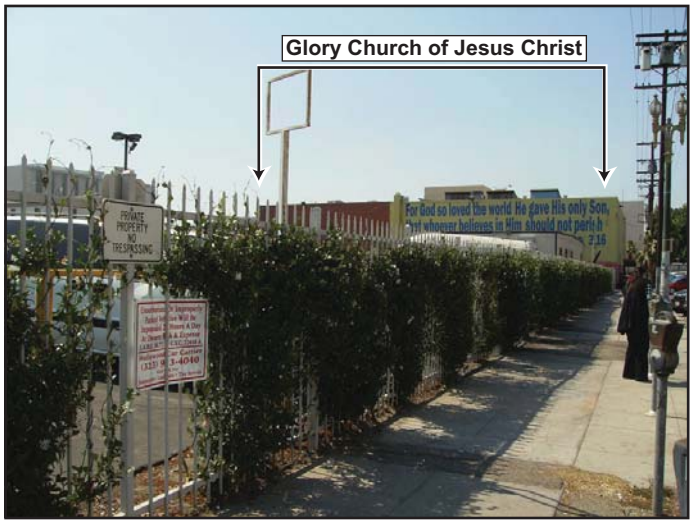
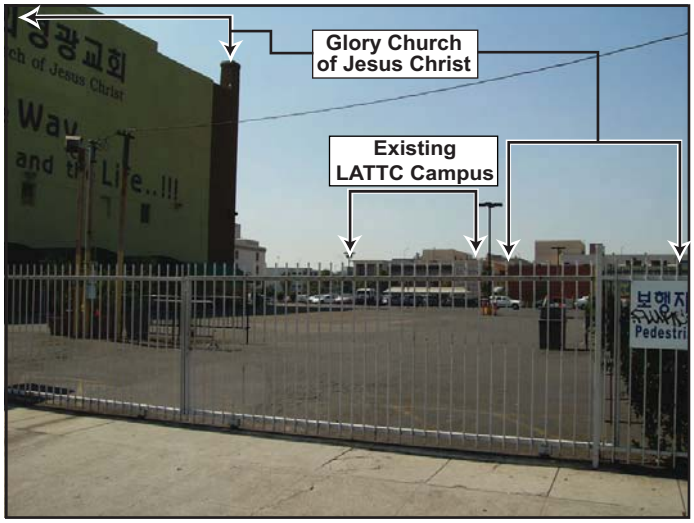
Figure 16
Views of Parcel 2
Views 1-4

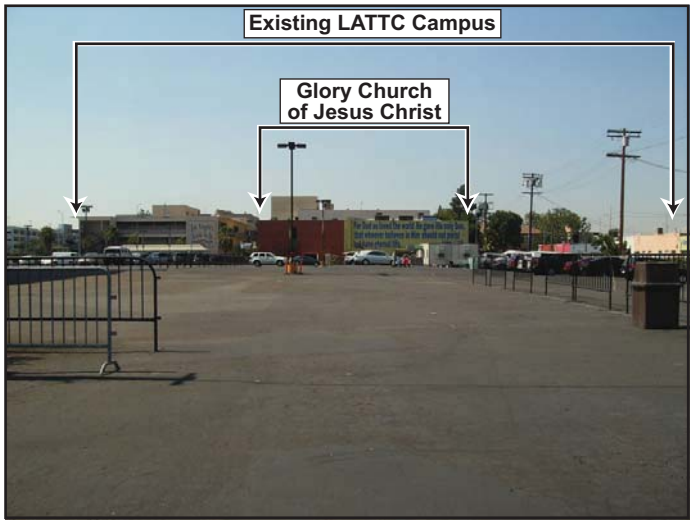
**View 1:** View looking northeast from Hope Street toward a modular on the southwest corner of Parcel 3.




**View 2:** View looking southwest along Hope Street at the fence bordering Parcel 3. Glory Church of Jesus Christ (not on site) can be seen in the background.




**View 3:** View looking south across Parcel 3. Parking uses can be seen on site, with Glory Church of Jesus Christ buildings bordering the site (left and right background).




**View 4:** View looking southwest across the parking uses on Parcel 3. LATTC (left background) and Glory Church of Jesus Christ (middle background) can be seen beyond.

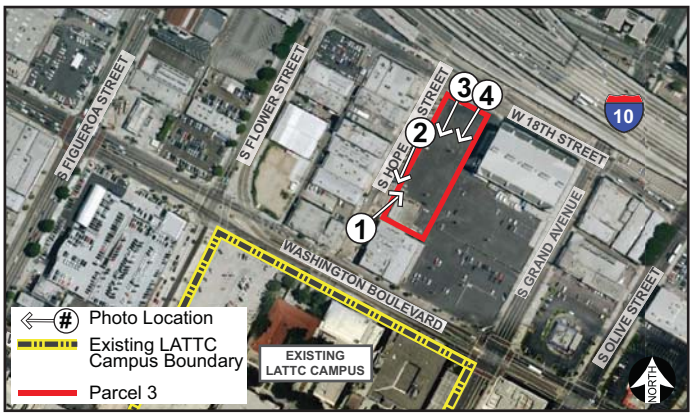



**PHOTO LOCATION MAP**

Source: Christopher A. Joseph & Associates, August 2009.


**View 1:** View looking northeast from Washington Boulevard toward Parcel 4.


**View 2:** View looking northeast from the intersection of Washington Boulevard and Grand Avenue toward Parcel 4.


**View 3:** View looking northeast along Grand Avenue at retail uses on Parcel 4.

**View 4:** View looking southwest from the intersection of W. 18th Street and Grand Avenue toward Parcel 4.

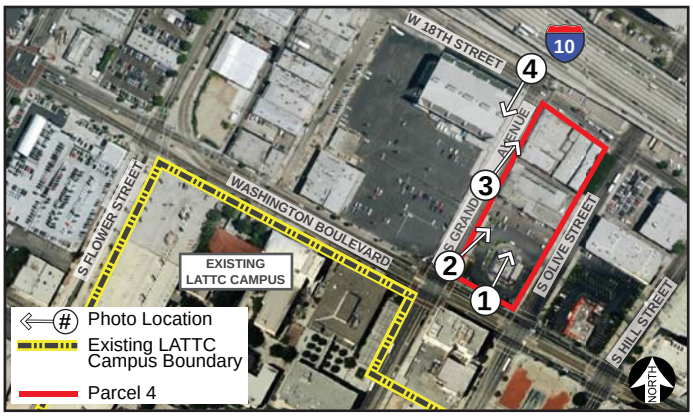


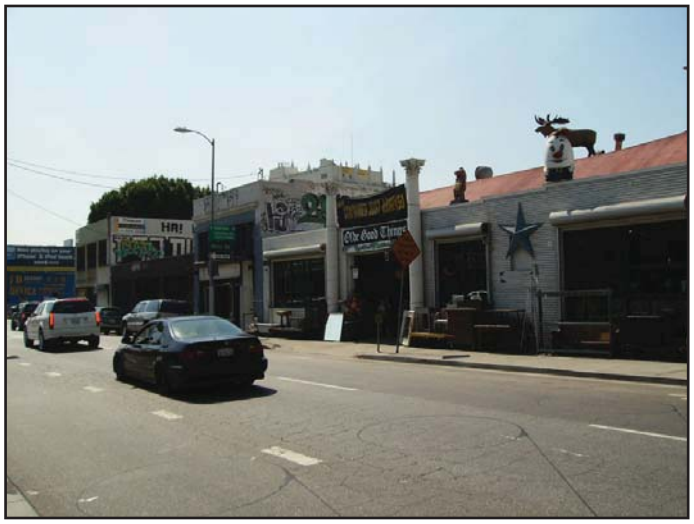

**PHOTO LOCATION MAP**

Source: Christopher A. Joseph & Associates, August 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 18
Views of Parcel 4
Views 1-4


**View 5:** View looking southwest across W. 18th Street toward retail uses on Parcel 4.



**View 6:** View looking south across W. 18th Street toward retail uses on Parcel 4.


**View 7:** View looking southwest from the intersection of W. 18th Street and Olive Street toward Parcel 4.

**View 8:** View looking northeast along Olive Street toward Parcel 4.

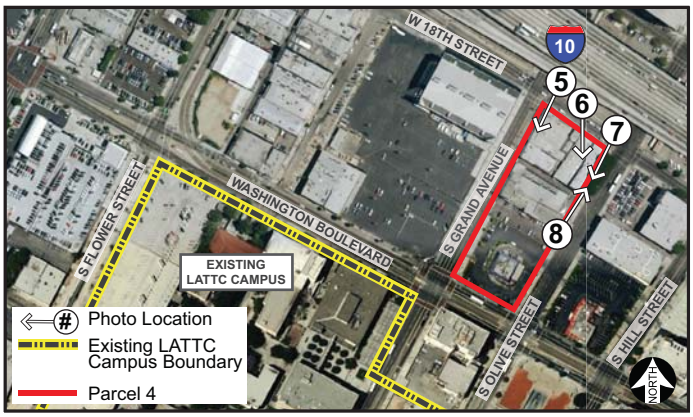



**PHOTO LOCATION MAP**

Source: Christopher A. Joseph & Associates, August 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 19
Views of Parcel 4
Views 5-8

**View 9:** View looking northwest from Olive Street at an alley between two retail uses on Parcel 4.


**View 10:** View looking southwest along Olive Street toward Parcel 4.


**View 11:** View looking northeast from the intersection of Washington Boulevard and Olive Street toward the Burger King (left) and retail uses (beyond) on Parcel 4.

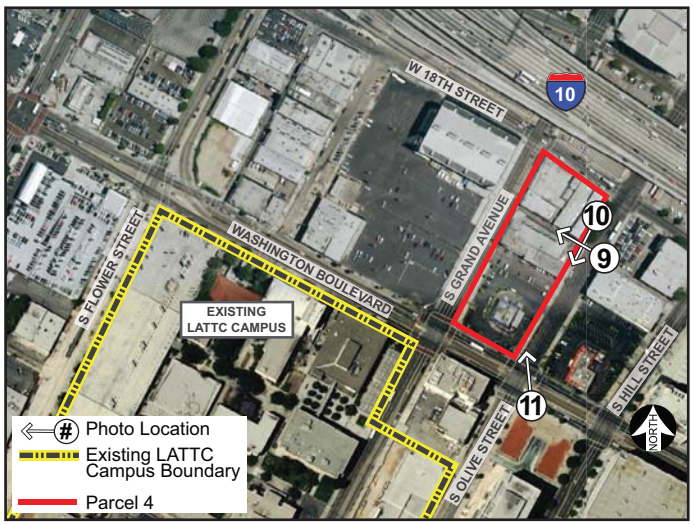



**PHOTO LOCATION MAP**

Source: Christopher A. Joseph & Associates, August 2009.

**View 1:** View looking south across S. Hill Street toward the parking lot on Parcel 5.

**View 2:** View looking northeast across Parcel 5 from W. 21st Street.


**View 3:** View looking southwest from S. Broadway toward Parcel 5.

**View 4:** View looking southwest across Parcel 5 from S. Broadway.

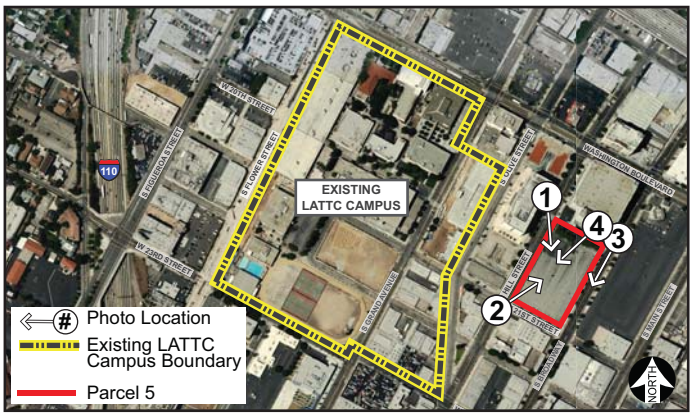



**PHOTO LOCATION MAP**

Source: Christopher A. Joseph & Associates, August 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 21
Views of Parcel 5
Views 1-4

**Table 1**
**Los Angeles Trade Technical College Project Site**

| Parcels | Addresses | Assessor Parcel Numbers | Existing Land Uses [a] | Proposed Project |
|---|---|---|---|---|
| **Parcel 1** | 2302 S Grand Avenue<br>2304 S Grand Avenue<br>2302 ½ S Grand Avenue<br>2304 ½ S Grand Avenue<br>250 W 23rd Street<br>248 W 23rd Street | 5126021010 | **Per ZIMAS**: Vacant land (Industrial)<br>**Chicago Title 2003:** Vacant land (Industrial)<br>**Site Visit:** Confirmed parking lot. See Figure 14, View 4. | 1. Site acquisition for Measure J Parking Structure. East Campus Parking Phase 1 (1,000 cars; 247,284 sf). |
| | 2308 S Grand Avenue<br>2310 S Grand Avenue<br>2312 S Grand Avenue<br>2308 ½ S Grand Avenue<br>2310 ½ S Grand Avenue<br>2312 ½ S Grand Avenue | 5126021011 | **Per ZIMAS:** Vacant land (Commercial)<br>**Chicago Title 2003:** Vacant land (Commercial)<br>**Site Visit:** Confirmed parking lot. See Figure 14, View 4. | |
| | 244 W 23rd Street<br>242 W 23rd Street | 5126021012 | **Per ZIMAS:** Parking lot (Industrial)<br>**Chicago Title 2003:** Parking lot (Industrial), 16,300 sf, built 1970.<br>**Site Visit:** Confirmed parking lot. No existing structures. See Figure 14, View 3. | |
| | 236 W 23rd Street<br>236 ½ W 23rd Street | 5126021013 | **Per ZIMAS:** Parking lot (Patron/Employee)<br>**Chicago Title 2003:** Parking lot (Patron), 3,000 sf, built 1993.<br>**Site Visit:** Confirmed parking lot. No existing structures. See Figure 14, Views 2 and 3. | |
| | 234 W 23rd Street<br>232 W 23rd Street | 5126021014 | **Per ZIMAS:** Parking lot (Industrial)<br>**Chicago Title 2003:** Two units<br>**Site Visit:** Confirmed parking lot. No existing structures. See Figure 14, Views 2 and 3. | |
| | 230 W 23rd Street | 5126021015 | **Per ZIMAS:** Not available<br>**Chicago Title 2003:** 59 Hotel units, 16,776 sf built 1924<br>**Site Visit:** Confirmed 3-story building; see Figure 14, View 1. | |
| | 222 W 23rd Street | 5126021016 | **Per ZIMAS:** Parking lot (Industrial)<br>**Chicago Title 2003:** Parking lot (Industrial), 8,100 sf, built 1960<br>**Site Visit:** **Site Visit:**Confirmed parking lot.See Figure 14, View 1 | |

**Table 1**
**Los Angeles Trade Technical College Project Site**

| Parcels | Addresses | Assessor Parcel Numbers | Existing Land Uses [a] | Proposed Project |
|---|---|---|---|---|
| | 216 W 23rd Street<br>2301 S Hill Street | 5126021017 | **Per ZIMAS:** Machine Shops/Printing (Light Manufacturing)<br>**Chicago Title 2003:** Light Manufacturing, 11,031 sf, built 1949<br>**Site Visit:** Confirmed 2-story building. See Figure 15, Views 6 and 7. | |
| | 2320 S. Grand Avenue<br>2330 S. Grand Avenue<br>245 W. 24th Street<br>247 W. 24th Street<br>249 W. 24th Street<br>251 W. 24th Street | 5126021018 | **Per ZIMAS:** Warehouse Distributor (Limited Manufacturing)<br>**Chicago Title 2003:** Warehouse/Distributor, 11,366 sf, built 1965<br>**Site Visit (by Historic Resources Group):** Confirmed 1-story (plus mezzanine) brick and stucco warehouse/office building. See Appendix B to this Addendum for views of this use. | |
| | 2316 S Grand Avenue | 5126021007 | **Per ZIMAS:** Vacant land (Industrial)<br>**Chicago Title 2003:** Single Residence<br>**Site Visit:** Confirmed demolished; fence surrounds surface parking lot. See Figure 14, View 4. | |
| | 239 W. 24th Street | 5126021006 | **Per ZIMAS:** Single Residence<br>**Chicago Title 2003:** Single Residence<br>**Site Visit:** Confirmed demolished; white fence surrounds parcel. See Figure 15, View 5. | |
| **Parcel 2** | 1838 S Flower Street | 5126011901 | **Per ZIMAS:** Stores (Retail)<br>**Chicago Title 2003:** Store<br>**Site Visit:** Green/open space. See Figure 16, View 1. | 1. Site acquisition of 7,192 sf of existing structures. |
| | 1832 S Flower Street<br>1834 S Flower Street | 5126011013 | **Per ZIMAS:** Machine Shops/Printing (Light Manufacturing)<br>**Chicago Title 2003:** Light Manufacturing, 7,192 sf, built 1953<br>**Site Visit:** Confirmed 2-story building. See Figure 16, Views 1-4. | |
| | 1830 S Flower Street<br>1828 S Flower Street<br>1826 S Flower Street | 5126011014 | Same as above (APN: 5126011014) | |

**Table 1**
**Los Angeles Trade Technical College Project Site**

| Parcels | Addresses | Assessor Parcel Numbers | Existing Land Uses [a] | Proposed Project |
|---|---|---|---|---|
| **Parcel 3** | 1840 S. Hope Street | 5126012012 | **Per ZIMAS:** Industrial Use Parking Lot<br>**Chicago Title 2003:** Industrial Use Parking Lot, 3,650 sf, built 1946<br>**Site Visit:** Confirmed parking lot. Also contains a modular building. See Figure17, View 1. | 1. Site acquisition of surface parking lot. |
| | 1834 S. Hope Street | 5126012011 | **Per ZIMAS:** Industrial Use Parking Lot<br>**Chicago Title 2003:** Industrial Use Parking Lot, 3,650 sf, built 1946<br>**Site Visit:** Confirmed parking lot. See Figure17, Views 1-4. | |
| | 1832 S. Hope Street<br>1830 S. Hope Street<br>1826 S. Hope Street<br>1824 S. Hope Street<br>1822 S. Hope Street | 5126012010 | **Per ZIMAS:** Industrial Use Parking Lot<br>**Chicago Title 2003:** Industrial Use Parking Lot, 7,319 sf, built 1987<br>**Site Visit:** Confirmed parking lot. See Figure17, Views 1-4. | |
| | 1818 S. Hope Street | 5126012009 | **Per ZIMAS:** Industrial Use Parking Lot<br>**Chicago Title 2003:** Industrial Use Parking Lot<br>**Site Visit:** Confirmed parking lot. See Figure17, Views 1-4. | |
| | 1812 S. Hope Street | 5126012005 | **Per ZIMAS:** Industrial Use Parking Lot<br>**Chicago Title 2003:** Industrial Use Parking Lot, 2,100 sf, built 1948<br>**Site Visit:** Confirmed parking lot. See Figure17, Views 1-4. | |
| | 1808 S. Hope Street | 5126012004 | **Per ZIMAS:** Industrial Use Parking Lot<br>**Chicago Title 2003:** Industrial Use Parking Lot, 2,100 sf, built 1948<br>**Site Visit:** Confirmed parking lot. See Figure17, Views 1-4. | |
| | 1806 S. Hope Street | 5126012003 | **Per ZIMAS:** Industrial Use Parking Lot<br>**Chicago Title 2003:** Industrial Use Parking Lot, 2,100 sf, built 1948<br>**Site Visit:** Confirmed parking lot. See Figure17, Views 1-4. | |

**Table 1**
**Los Angeles Trade Technical College Project Site**

| Parcels | Addresses | Assessor Parcel Numbers | Existing Land Uses [a] | Proposed Project |
|---|---|---|---|---|
| | 1804 S. Hope Street | 5126012002 | **Per ZIMAS:** Industrial Use Parking Lot<br>**Chicago Title 2003:** Industrial Use Parking Lot, 2,160 sf, built 1948<br>**Site Visit:** Confirmed parking lot. See Figure17, Views 1-4. | |
| | 1800 S. Hope Street | 5126012001 | **Per ZIMAS:** Industrial Use Parking Lot<br>**Chicago Title 2003:** Industrial Use Parking Lot, 2,088 sf, built 1948<br>**Site Visit:** Confirmed parking lot. See Figure17, Views 1-4. | |
| **Parcel 4** | 1843 S Olive Street<br>1841 S Olive Street<br>243 W Washington Boulevard<br>235 W Washington Boulevard<br>233 W Washington Boulevard | 5126026008 | **Per ZIMAS:** Fast Food (Drive-thru)<br>**Chicago Title 2003:** Fast Food, 3,095 sf, built 1976<br>**Site Visit:** Confirmed Burger King. See Figure 18, Views 1 and 2. | 1. Site acquisition of corner property identified for swing space.<br>2. Possible Joint Venture Public/Private Development (Washington/Grand parking structure). |
| | 1820 S Grand Avenue<br>1840 S Grand Avenue<br>1821 S Olive Street | 5126026005 | **Per ZIMAS:** Auto Service Body & Fender Repair<br>**Chicago Title 2003:** Auto Service, 40,972 sf, built 1952<br>**Site Visit:** Confirmed 1-story building. See Figure 18, View 3 and 4. | |
| | 232 W. 18th Street<br>1801 S. Olive Street<br>1821 S. Olive Street | 5126026004 | **Per ZIMAS:** Not available<br>**Chicago Title 2003:** Office building, 11,613 sf, built 1946<br>**Site Visit:** Confirmed 2-story retail/office building. See Figure 19, Views 7 and 8. | |
| | 236 W. 18th Street | 5126026003 | **Per ZIMAS:** Auto Service Body & Fender Repair<br>**Chicago Title 2003:** Auto service, 7,644 sf, built 1946<br>**Site Visit:** Confirmed 1-story retail building. See Figure 19, View 6. | |
| | 240 W. 18th Street | 5126026002 | **Per ZIMAS:** Stores (retail) | |

**Table 1**
**Los Angeles Trade Technical College Project Site**

| Parcels | Addresses | Assessor Parcel Numbers | Existing Land Uses [a] | Proposed Project |
|---|---|---|---|---|
| | | | **Chicago Title 2003:** Store, 2,522 sf, built 1927.<br>**Site Visit:** Confirmed 1-story retail building. See Figure 19, View 6. | |
| | 1800 S. Grand Avenue<br>1810 S. Grand Avenue | 5126026007 | **Per ZIMAS:** Heavy Manufacturing<br>**Chicago Title 2003:** Heavy Manufacturing, 7,130 sf, built 1922<br>**Site Visit:** Confirmed 1 and 2-story buildings on site. See Figure 18, View 4, and Figure 19 View 5. | |
| | 1814 S. Grand Avenue<br>1816 S. Grand Avenue<br>1818 S. Grand Avenue | 5126026001 | **Per ZIMAS:** Service Shop (e.g. Radio/TV Repair/ Laundry/Electric Repair)<br>**Chicago Title 2003:** Service, 6,250 sf, built 1927<br>**Site Visit:** Confirmed 1and 2-story builds. See Figure 18, Views 3 and 4. | |
| **Parcel 5** | 1900 S. Hill Street<br>1912 S. Hill Street<br>1919 S. Broadway<br>1933 S. Broadway | 5126031010 | **Per ZIMAS:** Not available<br>**Chicago Title 2003:** Office Building (LA Mart on north end of parcel – confirm not a part of Parcel 5), 928,043 sf, built in 1957<br>**Site Visit:** Confirmed LA Mart on north end. Also contains large surface parking lot. See Figure 21, Views 1-4. | 1. Site acquisition for potential Joint Venture Public/Private Development with LA Mart - shared parking structure. |
| | 161 W. 21st Street<br>151 W. 21st Street<br>147 W. 21st Street<br>141 W. 21st Street | 5126031009 | **Per ZIMAS:** (Patron or Employee)<br>**Chicago Title 2003:** Parking Lot, 26,000 sf.<br>**Site Visit:** Confirmed surface parking lot. See Figure 21, Views 1-4. | |

*[a] Existing land uses were obtained through the following sources: Zoning Information and Map Access System (ZIMAS) of the City of Los Angeles Planning Department; Chicago Title Properties Search (March 26, 2003); and, a Site Visit conducted by CAJA Staff on Thursday August 27, 2009.*

*Source: Christopher A. Joseph & Associates, December 2009.*

## PROJECT DESCRIPTION

The purpose of this Addendum is to address the potential environmental impacts that could occur as a result of implementing the proposed Campus Plan – Facilities Master Plan Review and Update – 2009 (Final Report, August 2009; herein after referred to as the "Campus Plan 2009 Update"). As discussed above, the proposed Campus Plan 2009 Update is defined as an evolution of the projects and improvements identified in the Campus Plan 2002 and the Thirty Year Master Plan. However, the potential acquisition of five nearby commercial properties for potential integration into the LATTC Campus was not previously proposed or analyzed in the prior EIRs. As such, this Addendum provides a focused review of the campus expansion component of the Campus Plan 2009 Update.

### Expanding the Campus – Property Acquisition and Joint Development

Prior to acquisition of the properties east of Grand Avenue, the campus totaled 26.03 acres. With all of the properties identified east of Grand Avenue bounded by Olive Street, Grand Avenue, 23rd Street and 21st Street included, the campus totals 33.70 acres.

The Campus Plan 2009 Update demonstrates that building program capacity on the 34 acres to be owned by the College does not drive the decision towards the purchase of additional parcels at the campus perimeter. However, there are other strategic reasons for acquiring properties identified in this plan. Land banking, public/private joint development partnerships and swing space capacity are all reasons to consider the acquisition of additional parcels adjacent to the campus.

In addition, there are many reasons to consider property acquisition expeditiously. A few of these reasons are cost savings (the value of land tends to increase, specifically near the downtown area), to secure the College's desired properties and to allow for time to determine how to best utilize the land for the growing College's needs.

The consensus of the Facilities Master Plan Committee (FMPC) is that property acquisitions within the boundaries of S. Figueroa Street to Maple Street and W. Adams Boulevard to the 10 Freeway can be considered and that individual parcels identified in the future, within that boundary, will be reviewed by the FMPC.

### Development Assumptions

For purposes of this Addendum, the only aspect of the property acquisition component of the Campus Plan 2009 Update that has been planned and designed in a level of detail to allow for a meaningful analysis is the proposed acquisition and development of Parcel 1a (see Figure 2 above). Parcel 1a is currently developed with a one story (plus mezzanine) warehouse/office building and a surface parking lot supporting an automotive salvage yard. There is currently the one story structure, an aluminum siding fence and a wrought-iron gate along the perimeter of this property. The proposed Campus Plan 2009 Update calls for the demolition of the one story structure and site clearing of Parcel 1a for the

development of an East Campus Parking Structure with approximately 1,000 cars in a seven-level above grade parking structure.

While the future acquisition and potential development for Parcels 1b and 2 through 5 is identified in the Campus Plan 2009 Update, the 2009 Update acknowledges that these acquisitions are largely speculative in nature and have not been thoroughly planned or designed for a specific future use that would support the vision of the college. Because these properties have been identified for strategic reasons including land banking, public private joint development partnerships, and swing space capacity, this Addendum assumes the parcels, if acquired, would be acquired and operated "as is" in their current state and present land use or held as vacant properties until a detailed plan is developed. As such, this Addendum does not evaluate the demolition or future development on parcels 1b, 2, 3, 4, or 5. In this regard, a detailed survey and environmental analysis of each proposed future demolition would be required at the time a more definitive plan is developed.

Subject to availability of funds, LATTC is interested in acquiring additional properties, preferably in the vicinity of already acquired properties. Prior to such a step being taken, the master plan and EIR will be evaluated and if necessary revised to reflect the impact resulting from these new acquisitions.

# III. RATIONALE FOR PREPARING AN ADDENDUM

Section 15164 of the State CEQA Guidelines provides the authority for preparing an Addendum to a previously certified Environmental Impact Report or adopted Negative Declaration. Specifically, Section 15164 states:

> *(a) 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 preparation of a subsequent EIR have occurred.*
>
> *(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
>
> *(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
>
> *(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*
>
> *(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

As required in subsection (e), above, substantial evidence supporting the lead agency's decision not to prepare a subsequent EIR pursuant to Section 15162 is provided in Section IV, Environmental Impact Analysis. The environmental analysis presented in Section IV of this Addendum evaluates the potential impacts of the proposed Campus Plan 2009 Update specifically in relation to the current environmental conditions and in consideration of the environmental findings for the LATTC Campus Plan 2002 Final EIR, 2004 Addendum to the Campus Plan 2002 EIR, and 2005 30-Year Master Plan EIR.

**Summary of the Environmental Determinations Resulting from the acquisition of five new parcels of land and the construction of a parking garage on Parcel 1a**

The analysis contained in Section IV, Environmental Impact Analysis, demonstrates that the proposed changes to the Project would neither result in any new significant environmental impacts, nor increase the severity of any previous significant impacts identified in the 2002 EIR, Addendum to the 2002 EIR, or 2005 EIR. This Addendum analyzes the environmental effects associated with the potential future acquisition of five parcels of land that are located within one block of the Main Campus, and the construction of a proposed seven-story parking garage on Parcel 1a. Parcel 1a currently has a one story (plus mezzanine) warehouse/office building and parking lot on site. This Addendum permits only the acquisition of Parcels 1b – 5, and therefore no demolition or construction of new structures would occur

on these parcels under the provisions of this Addendum. In summary, the proposed changes to the Project do not involve new significant environmental effects or result in a substantial increase in the severity of previously identified significant effects which would call, as provided in Section 15162 of the State CEQA Guidelines, for the preparation of a Subsequent EIR, and, therefore, an Addendum serves as the appropriate form of documentation to meet the statutory requirements of CEQA.

# IV. ENVIRONMENTAL IMPACT ANALYSIS

The following analysis addresses each of the environmental issue areas that were previously analyzed within the scope of the certified LATTC Campus Plan 2002 Final EIR, 2004 Addendum to the Campus Plan 2002 EIR, and 2005 30-Year Master Plan EIR. A full account of the environmental impacts, findings, mitigation measures and cumulative impacts for those documents are available for review at the Los Angeles Trade-Technical Community College (LATTC).

## Aesthetics

### *East Campus Parking Structure (Parcel 1a)*

The Proposed Project would entail the acquisition, demolition of existing uses, and development of Parcel 1a with a 1,000-space above grade parking structure with up to seven levels of parking. The proposed structure would reach a height of approximately 75-90 feet and would include open levels with screening apparatuses to block light spillover onto adjacent properties and attenuate noise. From and visual and aesthetic perspective, the parking structure would be similar to the existing parking structure on Olive Street (see View 7 in Figure 8) and it would be designed to be compatible with the new Construction Technology Building. In this regard, the scale and massing of the structure and the aesthetic design would be compatible with the existing and proposed structures that will complete the LATTC 30-Year Master Plan. With respect to visual impacts or light and glare impacts, the proposed East Campus Parking Structure would not generate any new significant impacts, nor would it increase the severity of any previously disclosed impacts.

Because the proposed parking structure is located to the south of the LATTC, the predominant future shadows would be cast to the north mainly affecting the proposed Construction Technology and Transportation Technologies building. As these properties are within the LATTC Campus, they would not be considered sensitive receptors and shadow impacts would be less than significant. As such, the project would not generate any new significant impacts, nor would it increase the severity of any previously disclosed shade and shadow impacts.

### *Future Site Acquisitions (Parcels 1b, 2, 3, 4 and 5)*

The potential future site acquisitions would entail the acquisition of one or all of the identified properties; however, no definitive plans for future development have been identified at this time. As such, the acquisition of the land by itself would not generate any physical changes in terms of demolition of any existing structure or new construction. Based on the condition of the parcel that is being acquired and the potential uses that it may lend to the College, any site acquisition could potentially involve one of the three scenarios (a) holding the land in ownership and allowing the current land use to continue under a lease agreement, (b) utilizing the current structures for flexible swing space to accommodate LATTC-related programs or storage, or (c) vacating the existing buildings and holding them for land value and potential development at a future time. In terms of aesthetic impacts, scenarios (a) and (b) would not

generate any aesthetic changes to the current visual environment. Scenario (c), however, could result in blighted conditions if the properties were to fall within disrepair or not be adequately secured and protected from vandalism. Therefore, new mitigation measures should be adopted to require any future land acquisitions to be properly secured and fenced off to prohibit trespass, and kept in an acceptable condition to protect the aesthetic character of the neighboring properties. With implementation of these additional mitigation measures, no new significant impacts would occur and the project would not increase the severity of any previously disclosed impacts.

**Air Quality**

***East Campus Parking Structure (Parcel 1a)***

The Proposed Project would entail the acquisition, demolition of existing uses, and development of Parcel 1a with a 1,000-space above grade parking structure with up to seven levels of parking. Parcel 1a is currently developed with a one story (plus mezzanine) warehouse/office building (11,366 sf) and a surface parking lot supporting an automotive salvage yard. There is currently the one story structure, an aluminum siding fence and a wrought-iron gate along the perimeter of this property. Parcel 1a is currently developed as a surface parking lot supporting an automotive salvage yard. Accordingly, it is anticipated approximately 40,000 cubic feet of demolition debris would be generated. In addition, the building and construction related impacts related to the development of an approximate 247,284 sf parking structure would increase criteria air pollutants. Accordingly, a more detailed construction analysis is provided below.

Three basic phases of construction are expected to generate construction-related emissions at the Project Site as a result of the Proposed Project. In the first phase, the Project Site would be demolished and all debris would be cleared and removed. This analysis assumes demolition would occur over a one month period. In the second phase, Project Site preparation would take place, including small amounts of excavation and grading to accommodate the proposed parking structure. This analysis assumes site preparation would occur over a one month period. In the third phase, the parking structure would be constructed during the building phase, which is assumed to take approximately eight months. Overall, construction activities at the Project Site would occur over an approximate 11-month period. Construction would begin in January 2011 and end in November 2011, while project occupancy is anticipated for December 2011.

Construction activities at the Project Site would generate pollutant emissions from the following construction activities: (1) demolition and removal, (2) site preparation (grading/excavation), (3) construction workers traveling to and from Project Site, (4) delivery and hauling of construction supplies and debris to and from the Project Site, (5) the fuel combustion by on-site construction equipment, and (6) building construction. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving site preparation and grading would primarily generate $PM_{10}$ emissions. Mobile source emissions (from use of diesel-fueled equipment on site, and traveling to and from the Project Site) would primarily generate $NO_x$ emissions. The amount of emissions

generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. It should be noted that although the analysis presented below is broken down by each construction phase, the URBEMIS 2007 model did not result in any overlapping for emission totals. Each emission total for the phases represents the maximum daily total for each emission at that particular point in the construction process.

*Regional Air Quality Impacts*

The analysis of daily construction emissions has been prepared utilizing the URBEMIS 2007 computer model recommended by the South Coast Air Quality Management District (SCAQMD). Table 2, Estimated Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days. These calculations assume that appropriate dust control measures would be implemented during each phase of development as required by SCAQMD Rule 403—Fugitive Dust. The daily construction-related emissions shown in Table 2 have been estimated for peak construction days based on the assumptions described below.

Demolition

The demolition and removal of the existing one story warehouse/office building, surface parking lot supporting an automotive salvage, and associated fencing would occur over a one-month period and would involve the use of one (1) rubber-tired dozer, one (1) rubber-tired loader, and one (1) tractor/loader/backhoe onsite. It was assumed that these pieces of equipment would run for a maximum of six hours per day. A total of approximately 40,000 cubic feet (or 1,481 cubic yards) of debris is expected to result from the demolition activities, with a maximum daily volume of approximately 1,000 cubic yards of debris that will be hauled off daily to a nearby dump site by 20 cubic yard-capacity trucks traveling for a roundtrip distance of 30 miles.

Site Preparation/Grading

The most intense activities associated with site preparation and grading at the Project Site would involve the use of the following equipment: one (1) grader, one (1) rubber tired dozer, one (1) water truck, and one (1) tractor/loader/backhoe. With the exception of the water truck, which is assumed to operate for a maximum of eight hours, all of the remaining equipment is assumed to operate for a maximum of six hours per day. The daily maximum amount of disturbance is assumed not to exceed three acres of volume (this is a safe assumption as the site is slightly less than one acre). No off-site soil hauling would be required.

Building/Construction

During the building phase, the maximum daily amount of equipment that would operate on site would include: one (1) concrete saw, one (1) crane, two (2) rough terrain forklifts, one (1) rubber-tired loader, one (1) tractor/loader/backhoe, one (1) generator set, three (3) welders, and one (1) trencher. All of the equipment is assumed to operate for a maximum of six hours per day.

Construction Worker Vehicle Trips

Different workers would be on the Project Site at different phases of construction. For this analysis, the URBEMIS 2007 computer model defaults for construction worker vehicle trips were used to determine the total number of construction workers that would access the Project Site during the peak of the construction process.

As shown in Table 2, below, emissions generated during the demolition, site preparation/grading, and building phases of the project would not exceed the regional emissions thresholds recommended by the SCAQMD. Therefore, construction-related air quality impacts associated with the construction of the 247,284 sf parking structure on Parcel 1a would be less than significant.

**Table 2**
**Estimated Daily Construction Emissions**

| Emissions Source | Emissions in Pounds per Day | | | | | |
|---|---|---|---|---|---|---|
| | **VOC** | **$NO_x$** | **CO** | **$SO_x$** | **$PM_{10}$** | **$PM_{2.5}$** |
| **Demolition Phase (January 2011)** | | | | | | |
| Fugitive Dust | -- | -- | -- | -- | 11.34 | 2.36 |
| Off-Road Diesel | 2.09 | 16.88 | 9.57 | 0.00 | 0.88 | 0.81 |
| On-Road Diesel | 0.88 | 10.75 | 4.34 | 0.01 | 0.50 | 0.43 |
| Worker Trips | 0.02 | 0.04 | 0.76 | 0.00 | 0.01 | 0.00 |
| ***Total Emissions*** | ***2.99*** | ***27.68*** | ***14.67*** | ***0.01*** | ***12.73*** | ***3.60*** |
| SCAQMD Thresholds | 75.00 | 100.00 | 550.00 | 150.00 | 150.00 | 55.00 |
| Significant Impact? | No | No | No | No | No | No |
| **Site Grading (February 2011)** | | | | | | |
| Fugitive Dust | -- | -- | -- | -- | 57.40 | 11.99 |
| Off-Road Diesel Equipment | 2.76 | 23.02 | 11.67 | 0.00 | 1.13 | 1.04 |
| On-Road Diesel Equipment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.03 | 0.06 | 1.01 | 0.00 | 0.01 | 0.00 |
| ***Total Emissions*** | ***2.79*** | ***23.08*** | ***12.69*** | ***0.00*** | ***58.54*** | ***13.04*** |
| Mitigation [a] | 0.00 | 0.00 | 0.00 | 0.00 | (24.94) | (5.21) |
| ***Total Emissions after Mitigation*** | ***2.79*** | ***23.08*** | ***12.69*** | ***0.00*** | ***33.60*** | ***7.83*** |
| SCAQMD Thresholds | 75.00 | 100.00 | 550.00 | 150.00 | 150.00 | 55.00 |
| Significant Impact? | No | No | No | No | No | No |
| **Building Construction Phase (March 2011 through November 2011)** | | | | | | |
| Building Construction Off-Road Diesel Equipment | 4.49 | 23.19 | 15.10 | 0.00 | 1.67 | 1.53 |
| Building Construction Vendor Trips | 0.23 | 2.48 | 2.12 | 0.00 | 0.12 | 0.10 |
| Building Construction Worker Trips | 0.51 | 0.95 | 16.23 | 0.02 | 0.15 | 0.08 |
| ***Total Emissions*** | ***5.23*** | ***26.62*** | ***33.45*** | ***0.02*** | ***1.94*** | ***1.72*** |
| SCAQMD Thresholds | 75.00 | 100.00 | 550.00 | 150.00 | 150.00 | 55.00 |
| Significant Impact? | No | No | No | No | No | No |

[a] *Mitigation consists of dust control measures as required by SCAQMD Rule 403—Fugitive Dust.*

*Source: Christopher A. Joseph & Associates, December 2009. Calculation sheets are provided in Appendix A.*

***Future Site Acquisitions (Parcels 1b, 2, 3, 4 and 5)***

The potential future site acquisitions would entail the acquisition of one or all of the identified properties; however, no definitive plans for future development have been identified at this time. As such, the acquisition of the land by itself would not generate any physical changes in terms of demolition of any existing structure or new construction. Based on the condition of the parcel that is being acquired and the potential uses that it may lend to the College, any site acquisition could potentially involve one of the three scenarios (a) holding the land in ownership and allowing the current land use to continue under a lease agreement, utilizing the current structures for flexible swing space to accommodate LATTC-related programs or storage, or (c) vacating the existing buildings and holding them for land value and potential development at a future time. In terms of air quality impacts, all three scenarios (a) and (b) would not generate any substantial changes to the current air quality levels experienced in the project vicinity and no new impacts would be introduced.

**Geology/Soils**

***East Campus Parking Structure (Parcel 1a)***

The project would entail the acquisition, demolition of existing uses, and development of Parcel 1a with a 1,000-space above grade parking structure with up to seven levels of parking. All parking levels would be above grade and not require any substantial amounts of excavation activities. Similar to the many approved and built parking structures currently on the LATTC Campus, the proposed structure would be required to comply with all applicable provisions of the City of Los Angeles Building Code, would be built in accordance with any and all site-specific geotechnical recommendations received by LATTC. Therefore, the Proposed Project would have a less-than-significant impact with respect to geologic and seismic hazards. As such, the project would not create any new significant impacts with respect to geologic and seismic hazards nor would it increase the severity of any previously identified impacts.

***Future Site Acquisitions (Parcels 1b, 2, 3, 4 and 5)***

The potential future site acquisitions would entail the acquisition of one or all of the identified properties, however no definitive plans for future development have been identified at this time. The acquisition of the land by itself would not generate any physical changes in terms of demolition of any existing structures or new construction projects. Based on the condition of the parcel(s) that is/are being acquired and the potential uses that they may lend to the College, any site acquisition could potentially involve one of the three scenarios (a) holding the land in ownership and allowing the current land use to continue under a lease agreement, (b) utilizing the current structures for flexible swing space to accommodate LATTC-related programs or storage, or (c) vacating the existing buildings and holding them for land value and potential development at a future time. Under any scenario identified above, there would be no new or increase in the severity of previously identified impacts related to geology and soils. Any future plans for new development would be subject to subsequent environmental analysis pursuant to CEQA.

**Hazardous Materials**

***East Campus Parking Structure (Parcel 1a)***

The project would entail the acquisition, demolition of existing uses, and development of Parcel 1a with a 1,000-space above grade parking structure with up to seven levels of parking. Parcel 1a is currently developed with a one story (plus mezzanine) warehouse/office building and a surface parking lot supporting an automotive salvage yard. The project would therefore involve the demolition and removal of all existing uses on site. Any hazardous materials, such as asbestos containing materials or lead based paint, encountered or used during demolition, grading/excavation, and construction activities would be handled in accordance with all applicable local, State, and federal regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste, based on its waste classification and the waste acceptance criteria of the permitted disposal facilities. With regard to operation, the LATTC would operate the parking structure in a similar manner as the existing parking structures on the Campus. As such, the project would not create any new significant impacts with respect to hazards or hazardous materials nor would it increase the severity of any previously identified impacts.

***Future Site Acquisitions (Parcels 1b, 2, 3, 4 and 5)***

The potential future site acquisitions would entail the acquisition of one or all of the identified properties, however no definitive plans for future development have been identified at this time. The acquisition of the land by itself would not generate any physical changes in terms of demolition of any existing structures or new construction projects and no new risk to the exposure or transport of hazardous materials would occur. Based on the condition of the parcel(s) that is/are being acquired and the potential uses that they may lend to the College, any site acquisition could potentially involve one of the three scenarios (a) holding the land in ownership and allowing the current land use to continue under a lease agreement, (b) utilizing the current structures for flexible swing space to accommodate LATTC-related programs or storage, or (c) vacating the existing buildings and holding them for land value and potential development at a future time. Under any scenario identified above, there would be no new or increase in the severity of previously identified impacts related to hazards and hazardous materials. LATTC would ensure the safety of any structure prior to the utilization of existing structures to accommodate student or staff related programs. Any future plans for new development would be subject to subsequent environmental analysis pursuant to CEQA. As such, the project would not create any new significant impacts with respect to hazards or hazardous materials nor would it increase the severity of any previously identified impacts.

**Land Use and Planning**

***East Campus Parking Structure (Parcel 1a)***

The project would entail the acquisition, demolition of existing uses, and development of Parcel 1a with a 1,000-space above grade parking structure with up to seven levels of parking. Parcel 1a is currently a one story warehouse/office building and a surface parking lot that is operated as an automotive salvage

yard. Parcel 1a currently holds an "Industrial" (M1-2) zoning designation, and a General Plan Land Use designation of Limited Manufacturing. The proposed development of a seven level parking structure would be allowable by-right. Accordingly, the proposed East Campus Parking Structure would not generate any new impacts to land use and planning, nor would it increase the severity of any previously disclosed impacts upon such resources.

***Future Site Acquisitions (Parcels 1b, 2, 3, 4 and 5)***

The potential future site acquisitions would entail the acquisition of one or all of the identified properties, however no definitive plans for future development have been identified at this time. The acquisition of the land by itself would not generate any physical changes in terms of demolition of any existing structures or new construction projects. Based on the condition of the parcel(s) that is/are being acquired and the potential uses that they may lend to the College, any site acquisition could potentially involve one of the three scenarios (a) holding the land in ownership and allowing the current land use to continue under a lease agreement, (b) utilizing the current structures for flexible swing space to accommodate LATTC-related programs or storage, or (c) vacating the existing buildings and holding them for land value and potential development at a future time.

In terms of land use impacts, scenario (a) would not generate any changes to the existing land uses and operations on the parcels. Scenario (b) could result in a different type of use introduced to the parcels, but the College would ensure that all future uses are permissible by the zoning code. Scenario (c) would result in a temporary stop of use at the parcels and it would not affect the zoning status. Under this scenario, any future plans for development would be subject to a subsequent environmental analysis pursuant to CEQA. As the College has identified parcel acquisitions as a strategic plan to hold land for its value, this scenario would not commit the College to development on any specific parcel. Therefore, the proposed acquisition plan would not result in any new land use impacts, nor would it increase the severity of any previously disclosed impacts.

**Historic Resources**

***East Campus Parking Structure (Parcel 1a)***

The project would entail the acquisition, demolition of existing uses, and development of Parcel 1a with a 1,000-space above grade parking structure with up to seven levels of parking. Parcel 1a currently contains a one story (plus mezzanine) warehouse/office building and a surface parking lot that is operated as an automotive salvage yard. The one story building located on Parcel 1a has been evaluated in detail by Historic Resources Group to determine if the property could be considered an historical resource

pursuant to CEQA.[1] A complete summary of the findings of Historic Resources Group's Technical Study is provided below.

*Evaluation for the National Register*

The subject property does not appear to be a distinctive example of a type, period or method of construction, nor is it the work of a recognized master architect or builder. The property is not known to have any association with significant historic events or persons. Additionally, the property is less than fifty years old, and it does not meet Criteria Consideration G detailed in the technical study. The property has not achieved significance within the past fifty years, and it does not possess exceptional importance within its historic context.

The subject property does retain its integrity (location, design, setting, materials, workmanship, feeling, and association). However, it does not meet the primary criteria for national designation and has no significant associations.

For these reasons, the subject property does not appear eligible for listing in the National Register of Historic Places as an individual property. Additionally, there is no evidence of a district in this area.

*Evaluation for the California Register*

As discussed above, the subject property does not appear to be a distinctive example of a type, period or method of construction, nor is it the work of a recognized master architect or builder. The property is not known to have any association with significant historic events or persons.

The California Register does not have an age limitation similar to the National Register, however the property does not meet the primary criteria for state designation and has no significant associations.

For these reasons, the subject property does not appear eligible for listing in the California Register.

*Evaluation as a City of Los Angeles Historic-Cultural Monument*

As discussed, the subject property does not appear to be a distinctive example of a type, period or method of construction, nor is it the work of a recognized master architect or builder. The property is not known to have any association with significant historic events or persons.

The City of Los Angeles does not have an age limitation similar to the National Register, however the property does not meet the criteria for local designation and has no significant associations.

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[1] *Historic Resources Group, LATTC – 23rd and Grand, CEQA Technical Report, November 2009. See Appendix B to this Addendum.*

For these reasons, the subject property does not meet the definition of a historical or cultural monument under the City's Cultural Heritage ordinance.

*Conclusion*

The subject property does not appear to meet criteria for National, State or Local designation. Therefore, it would not be considered an historic resource under CEQA. As such, the proposed demolition, site clearing, and construction development of a seven level parking structure on Parcel 1a would not have any impacts to historic resources.

With respect to archaeological or paleontological resources, Parcel 1a has been subject to development and ground disturbances in the past and is not known to contain any significant resources. Because the proposed parking structure is an above grade structure, no excavation is anticipated. Therefore, should any archaeological or paleontological resources exist beneath the site, they would be capped in place and would not be disturbed. Accordingly, the proposed East Campus Parking Structure would not generate any new impacts to historic, archaeological or paleontological resources, nor would it increase the severity of any previously disclosed impacts upon such resources.

***Future Site Acquisitions (Parcels 1b, 2, 3, 4 and 5)***

The potential future site acquisitions would entail the acquisition of one or all of the identified properties, however no definitive plans for future development have been identified at this time. The acquisition of the land by itself would not generate any physical changes in terms of demolition of any existing structures or new construction projects. Based on the condition of the parcel(s) that is/are being acquired and the potential uses that they may lend to the College, any site acquisition could potentially involve one of the three scenarios (a) holding the land in ownership and allowing the current land use to continue under a lease agreement, (b) utilizing the current structures for flexible swing space to accommodate LATTC-related programs or storage, or (c) vacating the existing buildings and holding them for land value and potential development at a future time.

Based on a preliminary land use survey and records search, several of the proposed acquisition parcels contain existing dated structures (built over 50 years ago) that have not been surveyed to determine their eligibility for historic significance. In terms of potential impacts upon any historic, archaeological or paleontological resources, acquisition scenarios (a) through (c) would not generate any physical changes to the current land uses on the subject properties. No earthwork or demolition activities would occur on any one site until a detailed plan for development is developed. Therefore, no impacts are anticipated. Nevertheless, any future plans for development that involve demolition of an existing structure would be subject to subsequent environmental analysis pursuant to CEQA. As the College has identified parcel acquisitions as a strategic plan to hold land for its value, this scenario would not commit the College to development on any specific parcel. Therefore, the proposed acquisition plan would not result in any new significant impacts, nor would it increase the severity of any previously disclosed impacts with regard to historic, archaeological or paleontological resources.

**Noise**

***East Campus Parking Structure (Parcel 1a)***

The Proposed Project would entail the acquisition, demolition of existing uses, and development of Parcel 1a with a 1,000-space above grade parking structure with up to seven levels of parking. Parcel 1a is currently developed with a one story building and a surface parking lot supporting an automotive salvage yard. Accordingly, the project would result in increased noise levels during the demolition and site clearing phase, the grading phase, and the building phase required for the development of an approximate 247,284 sf parking structure.

The U.S. EPA has compiled data regarding the noise generating characteristics of typical construction activities. These data are presented in Table 3, Typical Outdoor Construction Noise Levels. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dBA Leq at 100 feet from the source to the receptor, and reduce by another 6 dBA Leq to 72 dBA Leq at 200 feet from the source to the receptor. As shown below, noise levels could reach up to 86 dBA Leq at a distance of 50 feet during some periods of construction.

**Table 3**
**Typical Outdoor Construction Noise Levels**

| Construction Phase | Noise Levels at 50 Feet with Mufflers (dBA $L_{eq}$) | Noise Levels at 60 Feet with Mufflers (dBA $L_{eq}$) | Noise Levels at 100 Feet with Mufflers (dBA $L_{eq}$) | Noise Levels at 200 Feet with Mufflers (dBA $L_{eq}$) |
|---|---|---|---|---|
| Ground Clearing | 82 | 80 | 76 | 70 |
| Excavation, Grading | 86 | 84 | 80 | 74 |
| Foundations | 77 | 75 | 71 | 65 |
| Structural | 83 | 81 | 77 | 71 |
| Finishing | 86 | 84 | 80 | 74 |
| *Source: U.S. EPA, 1971.* | | | | |

However, the project applicant would be required to comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. Furthermore, the applicant shall ensure construction and demolition be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday. With these provisions, it is expected noise impacts related to the construction of the seven story parking structure would be considered less than significant, and no increase in the severity of a previously identified impact would occur.

***Future Site Acquisitions (Parcels 1b, 2, 3, 4 and 5)***

The potential future site acquisitions would entail the acquisition of one or all of the identified properties, however no definitive plans for future development have been identified at this time. The acquisition of the land by itself would not generate any physical changes in terms of demolition of any existing structures or new construction projects. Based on the condition of the parcel(s) that is/are being acquired and the potential uses that they may lend to the College, any site acquisition could potentially involve one of the three scenarios (a) holding the land in ownership and allowing the current land use to continue under a lease agreement, (b) utilizing the current structures for flexible swing space to accommodate LATTC-related programs or storage, or (c) vacating the existing buildings and holding them for land value and potential development at a future time.

In terms of noise impacts, scenario (a) would not generate any changes to the current noise levels. Scenario (b) would not generate any substantial changes to the existing noise levels (related to vehicle use) as the proposed acquisition parcels are located within a one block radius of the Main Campus and students or faculty who are already on Campus would walk to these locations. Scenario (c) would result in a temporary decrease to traffic volumes on the surrounding roadways, resulting in a decrease in traffic-related noise levels. Under this scenario, any future plans for development would be subject to a subsequent environmental analysis pursuant to CEQA. As the College has identified parcel acquisitions as a strategic plan to hold land for its value, this scenario would not commit the College to development on any specific parcel. Therefore, the proposed acquisition plan would not result in any new significant noise impacts, nor would it increase the severity of any previously disclosed impacts with regard to noise.

**Public Services (Police & Fire Protection)**

***East Campus Parking Structure (Parcel 1a)***

The project would entail the acquisition, demolition of existing uses, and development of Parcel 1a with a 1,000-space above grade parking structure with up to seven levels of parking. The addition of a new parking structure would introduce a new structure to the project vicinity which could increase demand on fire protection. However, the proposed parking structure would be constructed to meet all state and local fire codes and policies. The development of the parking structure would not result in a change of the number of people served, and therefore would create no new impacts to police protection. With respect to public services, the proposed East Campus Parking Structure would not generate any new significant impacts, nor would it increase the severity of any previously disclosed impacts.

***Future Site Acquisitions (Parcels 1b, 2, 3, 4 and 5)***

The potential future site acquisitions would entail the acquisition of one or all of the identified properties; however, no definitive plans for future development have been identified at this time. As such, the acquisition of the land by itself would not generate any physical changes in terms of demolition of any existing structure or new construction. Based on the condition of the parcel that is being acquired and the potential uses that it may lend to the College, any site acquisition could potentially involve one of the

three scenarios (a) holding the land in ownership and allowing the current land use to continue under a lease agreement, (b) utilizing the current structures for flexible swing space to accommodate LATTC-related programs or storage, or (c) vacating the existing buildings and holding them for land value and potential development at a future time. In terms of impacts to fire protection, scenarios (a), (b), and (c) would not generate any physical changes to the current structures located on the parcels, and therefore would not increase or decrease demand on fire protection services. In terms of police protection, scenario (a) would further create no change in the number of people served, and therefore would not change the demand on police protection services. Scenario (b) would only result in a shift of land uses and would not result in an increase in the number of people using the existing structures, and would therefore create no new demand on police protection services. Scenario (c), however, could result in safety impacts if the properties were to fall within disrepair or not be adequately secured and protected from vandalism. Therefore, new mitigation measures should be adopted to require any future land acquisitions to be properly secured and fenced off to prohibit trespass, and kept in an acceptable condition to prevent the an increase in need for police protection services. With implementation of these additional mitigation measures, no new significant impacts would occur and the project would not increase the severity of any previously disclosed impacts.

**Public Utilities (Energy Conservation, Wastewater, Water & Solid Waste)**

***East Campus Parking Structure (Parcel 1a)***

The project would entail the acquisition, demolition of existing uses, and development of Parcel 1a with a 1,000-space above grade parking structure with up to seven levels of parking. The proposed structure would result in an increase in the use of electricity. However, it is expected that those increases would be accommodated and any upgrades in the infrastructure required would be provided by the College. The parking structure would not demand natural gas or wastewater, and would generate no wastewater or solid waste. Therefore, with respect to impacts on public utilities, the proposed East Campus Parking Structure would not generate any new significant impacts, nor would it increase the severity of any previously disclosed impacts.

***Future Site Acquisitions (Parcels 1b, 2, 3, 4 and 5)***

The potential future site acquisitions would entail the acquisition of one or all of the identified properties; however, no definitive plans for future development have been identified at this time. As such, the acquisition of the land by itself would not generate any physical changes in terms of demolition of any existing structure or new construction. Based on the condition of the parcel that is being acquired and the potential uses that it may lend to the College, any site acquisition could potentially involve one of the three scenarios (a) holding the land in ownership and allowing the current land use to continue under a lease agreement, (b) utilizing the current structures for flexible swing space to accommodate LATTC-related programs or storage, or (c) vacating the existing buildings and holding them for land value and potential development at a future time. In terms of public utility impacts, scenarios (a) and (b) would result in no net increase or decrease in utility usage as compared to existing conditions. Scenario (c)

would result in less consumption of energy and water and less generation of wastewater and solid waste, therefore resulting in a net decrease in utility demand compared to existing conditions. Therefore, no mitigation measures are required, no new significant impacts would occur, and the project would not increase the severity of any previously disclosed impacts.

**Transportation/Circulation**

***East Campus Parking Structure (Parcel 1a)***

The project would entail the acquisition, demolition of existing uses, and development of Parcel 1a with a 1,000-space above grade parking structure with up to seven levels of parking. Although the exact driveway locations have not been designed, the proposed structure would provide two vehicular access driveways, one located on W. 24th Street and another on W. 23rd Street. The proposed parking structure is necessary to support the existing parking demand for the LATTC Campus as no student enrollment growth is anticipated as part of the proposed acquisition plan. The location of the parking structure at this particular location is intended to meet the 30-Year Master Plan goals to focus the main vehicular access traffic along S. Grand Avenue and at the perimeter of the Campus, lending interior spaces available for functional program space and open spaces to enhance the pedestrian experience. Because the parking structure would replace other parking spaces lost within the Main Campus, no new traffic would be generated. The availability of parking at a designated and prominent location with easy access to the Campus would also serve to alleviate circular trips around the Campus by students and visitors looking for available parking. As such, the proposed East Campus Parking Structure would not generate any new significant traffic impacts, nor would it increase the severity of any previously disclosed impacts.

***Future Site Acquisitions (Parcels 1b, 2, 3, 4 and 5)***

The potential future site acquisitions would entail the acquisition of one or all of the identified properties, however no definitive plans for future development have been identified at this time. The acquisition of the land by itself would not generate any physical changes in terms of demolition of any existing structures or new construction projects. Based on the condition of the parcel(s) that is/are being acquired and the potential uses that they may lend to the College, any site acquisition could potentially involve one of the three scenarios (a) holding the land in ownership and allowing the current land use to continue under a lease agreement, (b) utilizing the current structures for flexible swing space to accommodate LATTC-related programs or storage, or (c) vacating the existing buildings and holding them for land value and potential development at a future time.

In terms of traffic and parking impacts, scenario (a) would not generate any changes to the current traffic patterns. Scenario (b) would not generate any substantial changes to the existing parking patters because the proposed acquisition parcels are located within a one block radius of the Main Campus and students or faculty who are already on Campus would walk to these locations. Scenario (c) would result in a temporary decrease to traffic volumes on the surrounding roadways until such a time when a plan for development is defined. Under this scenario, any future plans for development would be subject to a

subsequent environmental analysis pursuant to CEQA. As the College has identified parcel acquisitions as a strategic plan to hold land for its value, this scenario would not commit the College to development on any specific parcel. Therefore, the proposed acquisition plan would not result in any new significant traffic or parking impacts, nor would it increase the severity of any previously disclosed impacts with regard to traffic and or parking.

# V. PREPARERS OF THE ADDENDUM AND PERSONS CONSULTED

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# VI. REFERENCES AND COMMONLY USED ACRONYMS

## REFERENCES


Addendum to Final Environmental Impact Report for Campus Plan 2002 Los Angeles Trade-Technical College (Clearinghouse No. 2003031103), 2004.

California Environmental Quality Act (CEQA), Sections 15162 and 15164 of the Public Resources Code, State of California, as amended January 1, 2001

Campus Plan 2002, Master Plan for Los Angeles Trade Technical College

Chicago Title Properties Search, March 26, 2003.

City of Los Angeles, Draft L.A. CEQA Thresholds Guide, May 1998

Draft Environmental Impact Report for Campus Plan 2002 Los Angeles Trade-Technical College (Clearinghouse No. 2003031103), May 2003.

Final Environmental Impact Report for Campus Plan 2002 Los Angeles Trade-Technical College (Clearinghouse No. 2003031103), August 2003.

Final Environmental Impact Report for the Los Angeles Trade-Technical College Thirty-Year Master Plan (Clearinghouse No. 2004121007), May 2005.

Findings of Fact and Statement of Overriding Considerations for the Los Angeles Trade-Technical College Campus Plan 2002, Five-Year Facilities Master Plan Project Final Environmental Impact Report (FEIR), August 12, 2003.

Los Angeles Municipal Code (LAMC).

Los Angeles Trade-Technical Center Campus Plan, Facilities Master Plan Review and Update, Final Report, August 2009.

United States Environmental Protection Agency, Typical Outdoor Construction Noise Levels, 1971.

Zoning Information and Map Access System (ZIMAS) of the City of Los Angeles Planning Department, September 2009.

# ACRONYMS

| | |
|---|---|
| APN | Accessor Parcel Number |
| C2 | Commercial zoning designation |
| CAJA | Christopher A. Joseph & Associates |
| CEQA | California Environmental Quality Act |
| CO | Carbon Monoxide |
| College | Los Angeles Trade-Technical College |
| dBA | A-weighted decibel scale |
| EIR | Environmental Impact Report |
| FEIR | Final Environmental Impact Report |
| FMPC | Facilities Master Plan Committee |
| I-10 | Santa Monica Freeway |
| I-110 | Harbor Freeway |
| LACCD | Los Angeles Community College District |
| $L_{eq}$ | equivalent energy noise level/ambient noise level |
| LATTC | Los Angeles Trade-Technical College |
| M1 | Industrial zoning designation |
| $NO_X$ | Nitrogen oxide |
| R4 | Multiple Family Residential zoning designation |
| ROG | Reactive Organic Gasses |
| SCAQMD | South Coast Air Quality Management District |
| URBEMIS | Urban Emissions software |
| US EPA | United States Environmental Protection Agency |
| ZIMAS | Zoning Information and Map Access System |

# APPENDIX A:  AIR QUALITY WORKSHEETS

**12/10/2009 3:43:03 PM**

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: G:\2009 Projects\LATTC\AQ\construction.urb9

Project Name: LATTC Addendum to 30 Yr Master Plan Project-Construction

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2011 TOTALS (lbs/day unmitigated) | 5.23 | 27.68 | 33.46 | 0.03 | 57.41 | 1.83 | 58.54 | 11.99 | 1.68 | 13.04 | 4,788.38 |
| 2011 TOTALS (lbs/day mitigated) | 5.23 | 27.68 | 33.46 | 0.03 | 32.47 | 1.83 | 33.60 | 6.78 | 1.68 | 7.83 | 4,788.38 |

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 1/3/2011-1/31/2011 Active Days: 21 | 2.99 | **27.68** | 14.67 | 0.02 | 11.40 | 1.33 | 12.73 | 2.38 | 1.23 | 3.60 | 3,221.93 |
| Demolition 01/01/2011-01/31/2011 | 2.99 | 27.68 | 14.67 | 0.02 | 11.40 | 1.33 | 12.73 | 2.38 | 1.23 | 3.60 | 3,221.93 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 11.34 | 0.00 | 11.34 | 2.36 | 0.00 | 2.36 | 0.00 |
| Demo Off Road Diesel | 2.09 | 16.88 | 9.57 | 0.00 | 0.00 | 0.88 | 0.88 | 0.00 | 0.81 | 0.81 | 1,539.29 |
| Demo On Road Diesel | 0.88 | 10.75 | 4.34 | 0.01 | 0.05 | 0.45 | 0.50 | 0.02 | 0.41 | 0.43 | 1,589.40 |
| Demo Worker Trips | 0.02 | 0.04 | 0.76 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 93.24 |
| Time Slice 2/1/2011-2/28/2011 Active Days: 20 | 2.79 | 23.08 | 12.69 | 0.00 | **57.41** | 1.14 | **58.54** | **11.99** | 1.05 | **13.04** | 2,330.70 |
| Mass Grading 02/01/2011-02/28/2011 | 2.79 | 23.08 | 12.69 | 0.00 | 57.41 | 1.14 | 58.54 | 11.99 | 1.05 | 13.04 | 2,330.70 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 57.40 | 0.00 | 57.40 | 11.99 | 0.00 | 11.99 | 0.00 |
| Mass Grading Off Road Diesel | 2.76 | 23.02 | 11.67 | 0.00 | 0.00 | 1.13 | 1.13 | 0.00 | 1.04 | 1.04 | 2,206.39 |
| Mass Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mass Grading Worker Trips | 0.03 | 0.06 | 1.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 124.32 |
| Time Slice 3/1/2011-11/30/2011 Active Days: 197 | **5.23** | 26.62 | **33.46** | **0.03** | 0.11 | **1.83** | 1.94 | 0.04 | **1.68** | 1.72 | **4,788.38** |
| Building 03/01/2011-11/30/2011 | 5.23 | 26.62 | 33.46 | 0.03 | 0.11 | 1.83 | 1.94 | 0.04 | 1.68 | 1.72 | 4,788.38 |
| Building Off Road Diesel | 4.49 | 23.19 | 15.10 | 0.00 | 0.00 | 1.67 | 1.67 | 0.00 | 1.53 | 1.53 | 2,287.15 |
| Building Vendor Trips | 0.23 | 2.48 | 2.12 | 0.00 | 0.02 | 0.11 | 0.12 | 0.01 | 0.10 | 0.10 | 512.16 |
| Building Worker Trips | 0.51 | 0.95 | 16.23 | 0.02 | 0.09 | 0.05 | 0.15 | 0.03 | 0.05 | 0.08 | 1,989.07 |

Phase Assumptions

Phase: Demolition 1/1/2011 - 1/31/2011 - Type Your Description Here

Building Volume Total (cubic feet): 40113.2

Building Volume Daily (cubic feet): 27000

On Road Truck Travel (VMT): 375

Off-Road Equipment:

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Mass Grading 2/1/2011 - 2/28/2011 - Type Your Description Here

Total Acres Disturbed: 11.48

Maximum Daily Acreage Disturbed: 2.87

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 3/1/2011 - 11/30/2011 - Default Building Construction Description

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 6 hours per day

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

1 Trenchers (63 hp) operating at a 0.75 load factor for 6 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Construction Mitigated Detail Report:

**12/10/2009 3:43:03 PM**

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 1/3/2011-1/31/2011 Active Days: 21 | 2.99 | **27.68** | 14.67 | 0.02 | 11.40 | 1.33 | 12.73 | 2.38 | 1.23 | 3.60 | 3,221.93 |
| Demolition 01/01/2011-01/31/2011 | 2.99 | 27.68 | 14.67 | 0.02 | 11.40 | 1.33 | 12.73 | 2.38 | 1.23 | 3.60 | 3,221.93 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 11.34 | 0.00 | 11.34 | 2.36 | 0.00 | 2.36 | 0.00 |
| Demo Off Road Diesel | 2.09 | 16.88 | 9.57 | 0.00 | 0.00 | 0.88 | 0.88 | 0.00 | 0.81 | 0.81 | 1,539.29 |
| Demo On Road Diesel | 0.88 | 10.75 | 4.34 | 0.01 | 0.05 | 0.45 | 0.50 | 0.02 | 0.41 | 0.43 | 1,589.40 |
| Demo Worker Trips | 0.02 | 0.04 | 0.76 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 93.24 |
| Time Slice 2/1/2011-2/28/2011 Active Days: 20 | 2.79 | 23.08 | 12.69 | 0.00 | 32.47 | 1.14 | 33.60 | 6.78 | 1.05 | 7.83 | 2,330.70 |
| Mass Grading 02/01/2011-02/28/2011 | 2.79 | 23.08 | 12.69 | 0.00 | 32.47 | 1.14 | 33.60 | 6.78 | 1.05 | 7.83 | 2,330.70 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 32.46 | 0.00 | 32.46 | 6.78 | 0.00 | 6.78 | 0.00 |
| Mass Grading Off Road Diesel | 2.76 | 23.02 | 11.67 | 0.00 | 0.00 | 1.13 | 1.13 | 0.00 | 1.04 | 1.04 | 2,206.39 |
| Mass Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mass Grading Worker Trips | 0.03 | 0.06 | 1.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 124.32 |
| Time Slice 3/1/2011-11/30/2011 Active Days: 197 | **5.23** | 26.62 | **33.46** | **0.03** | 0.11 | **1.83** | 1.94 | 0.04 | **1.68** | 1.72 | **4,788.38** |
| Building 03/01/2011-11/30/2011 | 5.23 | 26.62 | 33.46 | 0.03 | 0.11 | 1.83 | 1.94 | 0.04 | 1.68 | 1.72 | 4,788.38 |
| Building Off Road Diesel | 4.49 | 23.19 | 15.10 | 0.00 | 0.00 | 1.67 | 1.67 | 0.00 | 1.53 | 1.53 | 2,287.15 |
| Building Vendor Trips | 0.23 | 2.48 | 2.12 | 0.00 | 0.02 | 0.11 | 0.12 | 0.01 | 0.10 | 0.10 | 512.16 |
| Building Worker Trips | 0.51 | 0.95 | 16.23 | 0.02 | 0.09 | 0.05 | 0.15 | 0.03 | 0.05 | 0.08 | 1,989.07 |

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 2/1/2011 - 2/28/2011 - Type Your Description Here

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

**12/10/2009 3:43:03 PM**

PM10: 55% PM25: 55%

# APPENDIX B: HISTORIC RESOURCES STUDY