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DEPARTMENT OF  
PUBLIC WORKS

BUREAU OF  
ENGINEERING

GARY LEE MOORE, P.E.  
CITY ENGINEER

1149 S. BROADWAY, SUITE 700  
LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

To the Public Works Committee  
Of the Honorable Council  
Of the City of Los Angeles

FEB 17 2010

Council File No. 09-0683 -  
Council District: 13 -  
Contact Person: Danny Ho  
Phone #(213) 977-6983.

Public Works Committee

Transmittal:

Transmitted herewith, is the City Engineer's report dated  
FEB 17 2010 for Council review and approval of:

VACATION APPROVAL - VAC-E1401143 - Council File No. 09-0683 -  
Council Street and Madison Avenue Vacation District.

RECOMMENDATIONS:

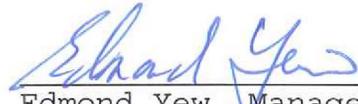
1. That the City Council finds that it has imposed all the mitigation measures that are within the control of the City, as described in the Final Environmental Impact Report (State Clearing House No. 2008051093) that are associated with the impacts of the alley vacation and that other mitigation measures that are not within authority of the City, have been or should be imposed as set forth in the findings of the Board of Education of the City of Los Angeles, dated December 9, 2008 a copy of which is attached and incorporated.
2. Adopt the City Engineer report dated FEB 17 2010 with the conditions contained therein.
3. Fiscal Impact Statement:

To date, an estimated \$20,988.59 in charges have been expended in the investigation and processing of this proceeding. Since Section 7.46 of the Administrative Code which exempts all governmental agencies from payment of fees, the processing of this report will be absorbed by the Bureau of Engineering.



4. That there is a public benefit to this vacation. Upon vacation of the street and alleys, the City is relieved of its ongoing obligation to maintain the rights-of-way. In addition, the City is relieved of any potential liability that might result from continued ownership of the involved street and alley easements.
5. There were no objections to the vacation submitted for this project.

Attachment:

  
\_\_\_\_\_  
Edmond Yew, Manager  
Land Development Group

EY/DH/gt  
H:\ldg4\gtwp805

Office of the City Engineer  
Los Angeles, California

To the Public Works Committee  
Of the Honorable Council  
Of the City of Los Angeles

FEB 17 2010

Honorable Members:

C. D. No. 13

SUBJECT:

Vacation Approval - VAC-E1401143 - Council File No. 09-0683 -  
Council Street and Madison Avenue Vacation District.

RECOMMENDATIONS:

- A. That street vacation proceedings pursuant to the Public Streets, Highways and Service Easements Vacation Law be instituted for the vacation of the public rights-of-way indicated below and shown colored blue on the attached Exhibit "B":
1. Council Street between Juanita Avenue and Madison Avenue.
  2. The L-shaped alley westerly of Madison Avenue from the alley southerly of Beverly Boulevard to its intersection with Madison Avenue.
- B. That the vacation of the areas shown colored orange on Exhibit "B", be denied.
- C. That the City Council finds that it has imposed all the mitigation measures that are within the control of the City, as described in the Final Environmental Impact Report (State Clearing House No. 2008051093) that are associated with the impacts of the alley vacation and that other mitigation measures that are not within authority of the City, have been or should be imposed as set forth in the findings of the Board of Education of the City of Los Angeles, dated December 9, 2008 a copy of which is attached and incorporated.

- D. That there is a public benefit to this vacation. Upon vacation of the street and alleys, the City is relieved of its ongoing obligation to maintain the rights-of-way. In addition, the City is relieved of any potential liability that might result from continued ownership of the involved street and alley easements.
- E. That, in conformance with Section 556 of the City Charter, the Council make the findings that the vacation is in substantial conformance with the purposes, intent and provisions of the General Plan.
- F. That, in conformance with Section 892 of the California Streets and Highways Code, the Council determine that the vacation areas are not needed for nonmotorized transportation facilities.
- G. That, in conformance with Section 8324 of the California Streets and Highways Code, the Council determine that the vacation areas are not necessary for present or prospective public use.
- H. That the Council adopt the City Engineer's report with the conditions contained therein.
- I. That the City Clerk schedule the vacation for public hearing at least 30 days after the Public Works Committee approval so the City Clerk and Engineering can process the public notification pursuant to Section 8324 of the California Streets and Highways Code.
- J. That the payment of the processing fees for the vacation proceedings be waived in accordance with Section 7.46 of the Administrative Code which exempts all governmental agencies.

#### FISCAL IMPACT STATEMENT

To date, an estimated \$20,988.59 in charges have been expended in the investigation and processing of this proceeding. Since Section 7.46 of the Administrative Code which exempts all governmental agencies from payment of fees, the processing of this report will be absorbed by the Bureau of Engineering. Maintenance of the public easement by City forces will be eliminated.

NOTIFICATION:

That notification of the time and place of the Public Works Committee and the City Council meetings to consider this request be sent to:

1. Los Angeles Unified School District  
Attn: Mike Scinto  
1055 W. 7<sup>th</sup> Street, 11<sup>th</sup> Floor  
Los Angeles, CA 90017
2. 201 Westmoreland Associates LTD., L.P.  
4652 Hollywood Boulevard  
Los Angeles, CA 90027
3. Los Angeles Properties Apartments 1  
224 S. Santa Anita Avenue  
Arcadia, CA 91006
4. California Federal Saving & Loan Association  
P.O. Box 981173  
West Sacramento, CA 95798  
  
200 N. Vermont Avenue
5. Hankey Investment Company  
Los Angeles, CA 90004
6. Dong S. & Jae K. Lim  
988 Calle Amable  
Glendale, CA 91208
7. Chetau Westmoreland LLC.  
15332 Antioch Street, Suite 540  
Pacific Palisades, CA 90272
8. Ethel Guntharp  
4944 Shenandoah Avenue  
Los Angeles, CA 90056
9. B J N LLC  
8391 Beverly Boulevard, PMB 380  
Los Angeles, CA 90048

10. George J. Kalman  
P.O. Box 25850  
Los Angeles, CA 90025
11. George J. & Elenor Kalman  
746 S. Bristol Avenue  
Los Angeles, CA 90049
12. Alfonso O. Manzano  
5057 Church Street  
Pico Rivera, CA 90660
13. Gennady & Betsy Levit  
1796 Anelli Court  
Henderson, NV 89012
14. Hankey Investment Company  
4751 Wilshire Boulevard, Suite 110  
Los Angeles, CA 90010

CONDITIONS FOR STREET VACATION:

The Conditions specified in this report are established as the requirements to be complied with by the petitioner for this vacation. Vacation proceedings in which the conditions have not been completed within 2 years of the Council's action on the City Engineer's report shall be terminated with no further Council action.

1. That a suitable map, approved by the Central District Engineering Office, delineating the limits including bearings and distances of the areas to be vacated be submitted to the Land Development Group of the Bureau of Engineering prior to preparation of the Resolution to Vacate.
2. That a suitable legal description describing the areas being vacated and all easements to be reserved, including copies of all necessary supporting documentation, be submitted to the Land Development Group of the Bureau of Engineering prior to preparation of the Resolution to Vacate.

3. That a title report indicating the vestee of the underlying fee title interest in the areas to be vacated be submitted to the City Engineer.
4. That the petitioner dedicate the following in a manner satisfactory to the City Engineer:
  - a. Dedicate 2 feet as public street along the easterly side of Vermont Avenue (Major Highway Class II Standards) to provide for a 52-foot right-of-way.
  - b. Dedicate two 20-foot radius property line returns at the intersection of Vermont Avenue at Council Street and at First Street.
  - c. Dedicate 5 feet as public street along the westerly side of Madison Avenue (Local Street Standards) to provide for a 30-foot wide half right-of-way.
  - d. Dedicate sufficient area as to provide for a 20-foot wide public alley from Madison Avenue to Juanita Avenue.
5. That the following improvements be constructed adjoining the petitioner's properties in a manner satisfactory to the City Engineer:
  - (a) Vermont Avenue
    1. Widen the easterly side of Vermont Avenue to complete a 40-foot wide half roadway with integral curb and gutter, asphalt concrete pavement and a new 12-foot wide sidewalk together with a new 20-foot radius curb return at corner of intersection with both Council Street and First Street.
    2. Repair or replace any broken or off-grade asphalt concrete pavement.
  - (b) Madison Avenue
    1. Widen the westerly side of Madison Avenue to complete a 20-foot wide half roadway with integral curb and gutter, asphalt concrete pavement and a new 10-foot wide sidewalk.

2. Repair or replace any broken or off-grade asphalt concrete pavement.

(c) U-shaped Alley Westerly of Madison Avenue

Construct a through 20-foot wide alley from Madison Avenue to Juanita Avenue.

- (d) Construct any necessary drainage facility to convey drainage flow through the vacation areas.
6. That arrangements be made with the Department of Water and Power, AT&T, Time Warner Cable and Southern California Gas Company for the removal of any affected facilities or the providing of easements or rights for the protection of any affected facilities to remain in place.
7. That satisfactory arrangements be made with the City Engineer for the relocation or abandonment of the existing City of Los Angeles sewer and storm drain facilities located within the areas to be vacated, unless easements are reserved from the vacation for their protection.
8. That satisfactory arrangements be made with the Los Angeles County Flood Control District and Los Angeles County Public Works for the relocation or abandonment of the existing County of Los Angeles sewer and storm drain facilities located within the areas to be vacated, are made with the County of Los Angeles for their protection.
9. That street lighting facilities be installed as may be required by the Bureau of Street Lighting.
10. That street trees be planted and tree wells be installed as may be required by the Street Tree Division of the Bureau of Street Services.
11. That the petitioner comply with the project requirements identified in the Department of Transportation letters to the Los Angeles Unified School District, Office of Health and Safety dated September 30, 2008, to the satisfaction of the City Engineer and the Department of Transportation.

TRANSMITTAL:

Application dated October 8, 2008, from Mike Scinto.

DISCUSSION:

Request: The petitioner, Mike Scinto of the Los Angeles Unified School District, owners of the properties shown outlined in yellow on Exhibit "B", is requesting the vacation of the public street and alley areas shown colored blue and orange. The purpose of the vacation request is to consolidate the areas to be vacated with the adjoining properties to construct Central Region Elementary School #20.

This vacation procedure is being proposed under Council File No. 01-1459 adopted by the Los Angeles City Council on March 5, 2002.

Resolution to Vacate: The Resolution to Vacate will be recorded upon compliance with the conditions established for this vacation.

Previous Council Action: The City Council on April 3, 2009, under Council File No. 09-0683 adopted a Rule 16 Motion initiating street vacation proceedings.

Zoning and Land Use: The properties bounding the proposed areas to be vacated are zoned C2-1, M1-1 and PF-1XL and are developed with commercial buildings and public facilities.

Description of Areas to be Vacated: The areas sought to be vacated are:

1. Council Street between Juanita Avenue and Madison Avenue.
2. The L-shaped alley westerly of Madison Avenue from the alley southerly of Beverly Boulevard to its intersection with Madison Avenue.

Council Street is an improved street dedicated 64 feet and variable width with a 44-foot wide roadway, curbs, gutters and 10-foot wide sidewalks. The L-shaped alley is dedicated 20 feet wide and is improved.

Adjoining Streets and Alley: Juanita Avenue is an improved local street dedicated 60 feet wide with a 56-foot wide roadway, curbs, gutters and concrete sidewalk. Madison Avenue is an improved local street dedicated 50 and 55 feet wide with a 30-foot wide roadway, curbs, gutters and concrete sidewalk. The alley southerly of Beverly Boulevard and adjoining the L-shaped alley to be vacated is an improved alley dedicated 20 feet wide.

Surrounding Properties: All of the adjoining owners have been notified of the proposed street vacation.

Effects of Vacation on Circulation and Access: The proposed vacation of Council Street between Juanita Avenue and Madison Avenue and the L-shaped alley westerly of Madison Avenue from the alley southerly of Beverly Boulevard to its intersection with Madison Avenue should not have any adverse impacts on either circulation or access since vehicular circulation is provided by nearby streets and the L-shaped alley is provided with a through alley to Juanita Avenue.

The street and alleys are not needed for the use pedestrians, bicyclists or equestrians.

Objections to the Vacation: There were no objections to the vacation submitted for this project.

Reversionary Interest: No determination of the underlying fee interest of the vacation areas have been made as to title or reversionary interest.

Dedications and Improvements: It will be necessary that the petitioner provides for the dedications and improvements as outlined under Conditions.

Sewers and Storm Drains: There are existing sewer and storm drain facilities within the areas proposed to be vacated.

Public Utilities: The Department of Water and Power, Time Warner Cable, Southern California Gas Company and AT&T maintain facilities in the areas proposed to be vacated.

Tract Map: Since the required dedications can be acquired by separate instruments and the necessary improvements can be constructed under separate permit processes, the requirement for the recordation of a new tract map could be waived.

City Department of Transportation: The Department of Transportation in its communication dated January 8, 2010, stated that it does not oppose the requested vacation provided that all abutting property owners are in agreement with the proposed vacation; a suitable turnaround area is provided in the unvacated portion of the alley west of Madison Avenue; and that the petitioner comply with all of the project requirements associated with the school from the Department of Transportation letter dated September 30, 2008.

City Fire Department: The Fire Department did not respond to the Bureau of Engineering's referral letter dated February 25, 2009.

Department of City Planning: The Department of City Planning did not respond to the Bureau of Engineering's referral letter dated February 25, 2009.

Conclusion: The vacation of the public street and alley areas shown colored blue on the attached Exhibit "B" could be conditionally approved based upon the following:

1. They are unnecessary for present or prospective public use.
2. They are not needed for vehicular circulation or access.
3. They are not needed for nonmotorized transportation purposes.

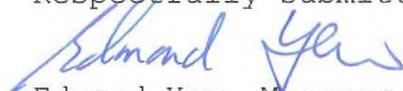
The areas shown colored orange should not be vacated because they are needed for public street purposes.

Report prepared by:

LAND DEVELOPMENT GROUP

Danny Ho  
Civil Engineering Associate III  
(213) 977-6983

Respectfully submitted,



Edmond Yew, Manager  
Land Development Group  
Bureau of Engineering

EY/DH/gt  
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**APPLICATION FOR VACATION OF PUBLIC RIGHT OF WAY**  
ORIGINAL (No copies or faxes)

DATE: 10-08-08

**PROJECT LOCATION AND DESCRIPTION:**

(1) Area proposed to be vacated is: Alley Vacation N/S  
(Street/Avenue/Boulevard/alley/Walk:N/S/E/Wof)

and is located between:

Juanita Avenue and Madison Avenue  
(Street, Avenue, Boulevard or other limit) (Street, Avenue, Boulevard or other limit)

(2) The vacation area lies within or is shown on:

(a) Engineering District: (check appropriately)

Central  Harbor  Valley  West Los Angeles

(b) Council District No. 13

(c) District Map No. 138B197

(d) Thomas Guide Reference: 634, A.1.  
(Page No.) (Letter/Number at Intersection pt.)

(3) Area (in sq. ft.) of the proposed vacation area is approx. 9,102 sq. ft. If over 10,000 sq. ft. of buildable area, the vacation is not categorically exempt from the California Environmental Quality Act Guidelines and will require a Notice of Determination. Contact a Vacation staff member to discuss the effect of this on the processing of your application prior to submittal.

(4) Purpose of vacation is: to construction Central Region Elementary School #20  
(LAUSD)

(5) Development project in conjunction with the vacation (describe project in detail): \_\_\_\_\_

(6) Other City discretionary approval in conjunction with the project:

Revocable Permit (See No. 7 below)  Tract Map  Parcel Map  
 Zone Change  Other \_\_\_\_\_ Case No. \_\_\_\_\_

(7) If a revocable permit is to be obtained in conjunction with this vacation, please describe the type and extent of the proposed encroachment to occupy or be built within the right-of-way.  
\_\_\_\_\_  
\_\_\_\_\_

A separate fee of \$1,005.80, payable to the City of Los Angeles, Bureau of Engineering, will be required for the revocable permit at the time of the vacation application submittal in this office. However, the revocable permit will be processed at the appropriate District Engineering Office.

**PETITIONER/APPLICANT:**

- (8) Petitioner(s): Los Angeles Unified School District (LAUSD)  
 Print Name(s) of Petitioner(s) in full - Name or Company Name
- Signature(s): *[Signature]* 11-6-08  
 If Company, Name and Title Michael Scinto, Director of Project Support
- (9) Mailing Address: 1055 W. 7th Street, 11th Floor, Los Angeles, CA 90017  
 (Address, City, State, Zip Code)
- (10) Daytime Phone number of petitioner is: (213) 972-5105  
 FAX number: ( ) \_\_\_\_\_  
 E-Mail address: mike.scinto@lausd.net

(11) Petitioner is: (check appropriately) ( ) owner OR ( ) Representative of Owner

**OWNERSHIPS:**

- (12) Name(s) and address of the OWNER(s) of the adjoining property applying for vacation is/are:  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Print Name(s) and Address of Owner(s) in Full      Signature(s)  
(If Owner is Petitioner, Indicate "same as above")

(13) Petitioner is owner or Representative of Owner of: (check appropriately)

- ( ) The property described in attached copy of Grant Deed      OR
- ( ) \_\_\_\_\_  
 (Lot, Tract No.)      (Parcel, Parcel Map L.A. No.) (Other)

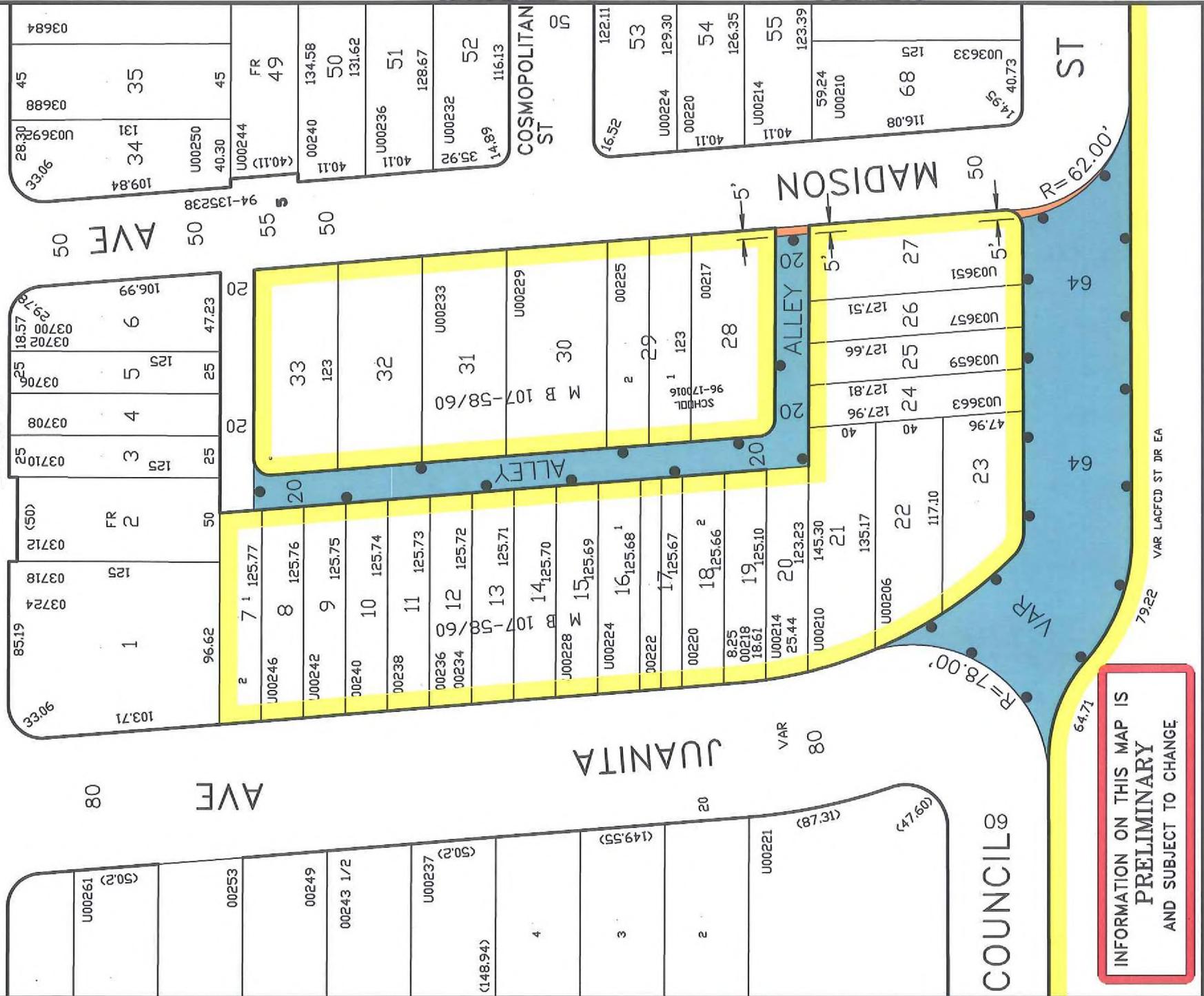
(14) The following are the available signatures of other property owners who also own properties adjoining the area proposed to be vacated and whose ownerships are indicated on the attached map by use of "circled letters". (1) Print Name(s), (2) Provide mailing addresses, (3) Indicate Lots owned and (4) Obtain signatures.  
(See Example Ownership List)

Ownership information may be obtained from:

Los Angeles City Clerk	.....or for the <u>most</u> .....	Los Angeles County Assessor
Land Records Division	current	Ownership Information
Room 730	information	500 West Temple Street
201 North Figueroa Street		Los Angeles, CA 90012
Los Angeles, CA 90012		Phone (213) 974-3211
Phone (213) 977-6001		

80 BEVERLY BLVD

DR D2056-99



INFORMATION ON THIS MAP IS  
**PRELIMINARY**  
 AND SUBJECT TO CHANGE

TITLE: COUNCIL STREET AND MADISON AVENUE VACATION DISTRICT



DEPT. OF PUBLIC WORKS  
 BUREAU OF ENGINEERING  
 CITY OF LOS ANGELES

WORK ORDER NO. VAC- E1401143  
 COUNCIL FILE NO. 09-0683  
 COUNCIL DIST. 13 DIV. INDEX 100  
 ENG. DIST. CENTRAL T.G. 634-A1  
 DISTRICT MAP 138 B 197

EXHIBIT "B" LEGEND: Vacation boundary as shown

**BOARD OF EDUCATION OF THE CITY OF LOS ANGELES**  
**Governing Board of the Los Angeles Unified School District**

**REGULAR MEETING ORDER OF BUSINESS**

333 South Beaudry Avenue, Board Room

12 noon, Tuesday, December 9, 2008

**Roll Call**

**Pledge of Allegiance**

**Public Notice of District's Initial Proposals**

1. Board of Education Report No. 147 – 08/09 **ADOPTED**  
Office of Staff Relations  
(District's Initial Bargaining Proposals for 2007-2008 and 2008-2009 Reopener Agreement for Associated Administrators of Los Angeles (AALA))

**Old Business for Action**

2. Board of Education Report No. 127 -- 08/09 **POSTPONED TO JANUARY 13, 2009**  
Facilities Services Division  
(Assignment of Community Redevelopment Agency  
Funds for Qualified Zone Academy Bond Board Approved Projects) Recommends approval of assignment of \$10.5 of Community Redevelopment Agency (CRA) funds under LAUSD control to 17 specific Qualified Zone Academy Bond (QZAB) projects.
3. Board of Education Report No. 138 – 08/09 **ADOPTED**  
Facilities Services Division  
(Certification of Final Environmental Impact Report for South Region Elementary School No. 11) Recommends certification of the Final Environmental Impact Report; adoption of the Findings of Fact, and Mitigation Monitoring and Reporting Plan; adopts the Statement of Overriding Considerations for the construction of a 800 student K-5 school located at Vermont Ave. and 68th St. in Los Angeles.
4. Board of Education Report No. 139 – 08/09 **ADOPTED**  
Facilities Services Division  
(Project Approval for South Region Elementary School No. 11) Recommends approval of authorization for staff to proceed with site acquisition and construction of an 800 student K-5 school located at Vermont Ave. and 68th St. in Los Angeles at an anticipated cost of \$79 million.

5. Board of Education Report No. 146 – 08/09 **ADOPTED AS AMENDED (Withdraw Collins Facilities Services Division site from report and resubmit Collins to Board on January 27)** (Designation of Four Closed School Sites for Charter School Utilization) Recommends approval of designation of 4 specific closed school sites for charter school use and authorization for staff to negotiate and enter into Use Agreements with charter schools to be selected through an RFP process. Charter schools are expected to incur the total expense of rehabilitating the closed school sites to District standards.

#### **New Business for Action**

6. Board of Education Report No. 155 – 08/09 **WITHDRAWN**  
Facilities Services Division  
(Purchase of Photovoltaic Solar Panel Arrays at Five District Sites) Recommends authorization for staff to negotiate and enter into an agreement with SunPower Corporation to install solar panels at five District sites to provide electricity and to approve retention of the renewable energy credits associated with the projects.
7. Board of Education Report No. 156 – 08/09 **ADOPTED**  
Facilities Services Division  
(Authorization to Enter into a Development Agreement for the Delivery of Central Region High School No. 16) Recommends authorization for staff to enter into an agreement with Turner Construction for \$95 million for the delivery of a 2,025 student high school, to be located in the southeast section of Los Angeles, and adopts the plans and specifications for the school pursuant to the requirements of Education Code Section 17406.
8. Board of Education Report No. 157 – 08/09 **ADOPTED AS AMENDED (Substitute Revised Office of Environmental Health and Safety Report to include “noise from operation” on pages 2, 3 and 8)**  
(Certification of Final Environmental Impact Report for the Proposed South Region Middle School No. 3) Recommends certification of the Final Environmental Impact Report; adoption of the Findings of Fact, and Mitigation Monitoring and Reporting Plan; adopts the Statement of Overriding Considerations for the construction of a 1,026 student middle school located at Walnut Terrace and Santa Fe Ave. in the community of Walnut Park.
9. Board of Education Report No. 158 – 08/09 **ADOPTED**  
Facilities Services Division  
(Approval of Project for South Region Middle School No. 3) Recommends approval of authorization for staff to proceed with site acquisition and construction of a 1,026 student middle school located at Walnut Terrace and Santa Fe Ave. in the community of Walnut Park with an anticipated cost of \$105 million.

10. **Board of Education Report No. 159 – 08/09 ADOPTED**  
Office of Environmental Health and Safety  
(Certification of Final Environmental Impact Report for the Proposed South Region High School No. 15) Recommends certification of the Final Environmental Impact Report; adoption of the Findings of Fact, and Mitigation Monitoring and Reporting Plan; adopts the Statement of Overriding Considerations for the construction of a 810 student high school located at Alma St. and Leavenworth Drive in the community of San Pedro in the City of Los Angeles (Fort MacArthur Site).
11. **Board of Education Report No. 160 – 08/09 ADOPTED**  
Facilities Services Division  
(Approval of Project for South Region High School No. 15) Recommends approval of authorization for staff to proceed with construction of a 810 student high school located at Alma St. and Leavenworth Drive in the community of San Pedro in the City of Los Angeles (Fort MacArthur Site) with an anticipated cost of \$102 million.
12. **Board of Education Report No. 161 – 08/09 ADOPTED**  
Office of Environmental Health and Safety  
(Certification of Final Environmental Impact Report for the Proposed South Region High School No. 7 Project) Recommends certification of the Final Environmental Impact Report; adoption of the Findings of Fact, and Mitigation Monitoring and Reporting Plan; adopts the Statement of Overriding Considerations for the construction of a 1,620 student high school located at Cottage St. and Gage Ave. in the City of Huntington Park.
13. **Board of Education Report No. 162 – 08/09 ADOPTED**  
Facilities Services Division  
(Approval of Project for South Region High School No. 7) Recommends approval of authorization for staff to proceed with site acquisition and construction of a 1,620 student high school located at Cottage St. and Gage Ave. in the City of Huntington Park and upgrading the athletic field at Huntington Park High School at an anticipated cost of \$196 million.
14. **Board of Education Report No. 163 – 08/09 ADOPTED**  
Office of Environmental Health and Safety  
(Certification of Final Environmental Impact Report for the Proposed Central Region Elementary School No. 20 Project) Recommends certification of the Final Environmental Impact Report; adoption of the Findings of Fact, and Mitigation Monitoring and Reporting Plan; adopts the Statement of Overriding Considerations for the construction of an 800 student K-5 elementary school located at 3600 W. Council St. in the City of Los Angeles adjacent to Virgil Middle School.
15. **Board of Education Report No. 164 – 08/09 ADOPTED**  
Facilities Services Division  
(Approval of Project for Central Region Elementary School No. 20) Recommends approval of authorization for staff to proceed with site acquisition and construction of an 800 student K-5 elementary school located at 3600 W. Council St. in the City of Los Angeles, adjacent to Virgil Middle School, at an anticipated cost of \$86 million.

16. Board of Education Report No. 166 – 08/09 **ADOPTED AS AMENDED (In Background, Office of Environmental Health and Safety change Board Member District from 3 to 6)** (Certification of Final Environmental Impact Report for the Proposed Valley Region Elementary School No. 13 Project) Recommends certification of the Final Environmental Impact Report; adoption of the Findings of Fact, and Mitigation Monitoring and Reporting Plan; adopts the Statement of Overriding Considerations for the construction of a 950 student K-5 elementary school located at Titus St. and Cedros Ave. in the community of Panorama City in the City of Los Angeles.
17. Board of Education Report No. 167 – 08/09 **ADOPTED**  
Facilities Services Division  
(Approval of Project for Valley Region Elementary School No. 13) Recommends approval of authorization for staff to proceed with site acquisition and construction of a 950 student K-5 elementary school located at Titus St. and Cedros Ave. in the community of Panorama City in the City of Los Angeles at an anticipated cost of \$91 million.
18. Board of Education Report No. 168 – 08/09 **ADOPTED**  
Facilities Services Division  
(Approval of Six Relocation Plans for Six Proposed Central, South and Valley Region Schools) Recommends approval of relocation plans for those displaced by the construction of 6 specific new school sites: Central Region Elementary School No. 21, located at 46<sup>th</sup> St. and Central Avenue in the City of Los Angeles; South Region Elementary School No. 10, located at Vernon Ave. and Orchard Ave. in the City of Los Angeles; South Region Elementary School No. 11, located at 68<sup>th</sup> St. and Vermont Ave. in the City of Los Angeles; South Region Elementary School No. 12, located at 61st St. and Hooper Ave. in the unincorporated Florence area of the County of Los Angeles; Valley Region Elementary School No. 13, located at Titus St. and Cedros Ave. in the Panorama City area of the City of Los Angeles; and South Region Middle School No. 3, located at Walnut Terrace and Santa Fe Ave. in the community of Walnut Park.
19. Board of Education Report No. 169 – 08/09 **ADOPTED**  
Facilities Services Division  
(Approval of the Cancellation of Valley Region Elementary School No. 14 and Amendment to the New Construction Strategic Execution Plan) Recommends approval of the cancellation of the Valley Region Elementary School No. 14 project and the amendment of the Strategic Execution Plan to reflect this change. This action will allow funds currently allocated for this project to be used for other projects.
20. Board of Education Report No. 170 – 08/09 **ADOPTED**  
Facilities Services Division  
(Approval of the Cancellation of Montague Charter Academy Addition and Amendment to the New Construction Strategic Execution Plan) Recommends approval of the cancellation of the Montague Charter Academy Addition project and the amendment of the Strategic Execution Plan to reflect this change. This action will allow funds currently allocated for this project to be used for other projects.

21. **Board of Education Report No. 171 – 08/09 ADOPTED**  
Facilities Services Division  
(Amendment to the Planning and Development Strategic Execution Plan to Provide Funding for a Charter School Expansion Project) Recommends approval of an amendment to the Strategic Execution Plan to provide \$6 million for a charter school expansion project to augment State construction bond funds granted to Stella Middle Charter Academy and to authorize District staff to negotiate and enter into funding agreements with the charter.
22. **Board of Education Report No. 172 – 08/09 ADOPTED**  
Office of the Chief Financial Officer  
(First Period Interim Financial Report) First Interim Financial Report for Fiscal Year 2008/09) Approves submission of the First Interim Financial Report to the Los Angeles County Office of Education signifying whether or not, based on current projections, this District will be able to meet its financial obligations for the current fiscal year and two subsequent years.
23. **Board of Education Report No. 178 – 08/09 ADOPTED**  
Office of the Chief Financial Officer  
(Capital Facilities Fund (Developer/Impact Fees) Annual Report) Recommends adoption of annual accounting report describing the amount of fees collected for commercial and residential construction projects and beginning and ending balance of the fund as well as other details regarding the account.
24. **Board of Education Report No. 175 – 08/09 ADOPTED**  
Human Resources Division  
(Provisional Internship Permits) Recommends approval of hiring of 55 teachers who have not yet met the subject matter requirements required to enter an intern program.
25. **Board of Education Report No. 176 – 08/09 ADOPTED**  
Human Resources Division  
(Routine Personnel Actions) Recommends approval of 1,222 routine personnel actions such as promotions, transfers, leaves, etc.
26. **Board of Education Report No. 177 – 08/09 ADOPTED**  
Human Resources Division  
(Nonroutine Personnel Actions) Recommends approval of the dismissal of 5 classified employees, and the demotion of 1 classified employee.
27. **Board of Education Report No. 179 – 08/09 PUBLIC HEARING ADOPTED**  
Office of the General Counsel  
(Denial of the Petition to Establish Creare Charter High School) Recommends denial of the charter for high school located in West Los Angeles and adoption of Findings of Fact.

28. Board of Education Report No. 180 – 08/09 **PUBLIC HEARING ADOPTED**  
 Charter Schools Division  
 (Denial of the Charter Petition Ingenium Charter School) Recommends denial of the charter for a school located in West Los Angeles and adoption of Findings of Fact.
29. Board of Education Report No. 182 – 08/09 **ADOPTED**  
 Charter Schools Division  
 (Material Revision for PUC Schools) Recommends approval of amendments to the charters of 8 specific schools related to their governance. The revisions would change the corporate name for 3 of the charters, allow the operation of 4 of the charters by a newly created corporation, and allow another newly created corporation to operate one of the charter schools.
30. Board of Education Report No. 173 – 08/09 **ADOPTED**  
 Office of the Chief Operating Officer  
 (Naming of Harry Bridges Span School) Recommends approval to name South Region Span School No. 1 in the Wilmington community as Harry Bridges Span School.
31. Board of Education Report No. 174 – 08/09 **ADOPTED**  
 Business Services Division  
 (Agreements) Recommends approval of task orders for technology network engineering services.
32. Board of Education Report No. 181 – 08/09 **PUBLIC HEARING ADOPTED**  
 Office of the Superintendent  
 (Request for Waiver of Bond Oversight Committee Term Limit Requirement) Recommends authorization for District staff to request a waiver from the State Board of Education to the Education Code provision that limits the terms of Bond Oversight Committee members to permit current members to be eligible for nomination and appointment for an additional two-year term.
33. Board of Education Report No. 183 – 08/09 **ADOPTED**  
 Division of Risk Management and Insurance Services  
 (Internal Revenue Service Documentation Requirement Regarding Retirement Plan Contributions) Recommends approval of three resolutions meeting IRS requirement that resolutions be adopted to allow pre-tax employee contributions to be made by an employer.
34. Board of Education Report No. 184 – 08/09 **ADOPTED AS AMENDED (Withdraw Case No. 039-08/09 upon receipt of timeline waiver from parents or guardian)**  
 Student Health and Human Services  
 (Student Expulsions) Recommends approval of expulsion and appropriate placement of 4 students, including the suspension of enforcement for the students, and the conditional enrollment of 1 student expelled from another district.

35. Board of Education Report No. 185 – 08/09 **ADOPTED**  
Fiscal Services  
(2008-09 Class Size Reduction Program (K-3) Application) Recommends adoption of resolution authorizing participation in 2008-09 Class Size Reduction Program (K-3) and authorizing staff to prepare and file application to receive class size reduction funds and certifies certain requirements of the program.

**\*Please Note: Tab 40, Board of Education Report No. 165 – 08/09 is a continuation of New Business for Action.**

**Motion Requested by Superintendent**

36. Appointments to the Community Advisory Committee (CAC) **ADOPTED**

Resolved, That Board of Education of the City of Los Angeles appoint 7 new members and reappoint 20 current members, as listed, to the Community Advisory Committee (CAC), a State-mandated committee established to advise the Board of Education and the Division of Special Education on the Special Education Local Plan:

New Candidates

Guadalupe Barraza, Mother, Local District 5  
Diane Bernstein, Mother, Local District 2  
Marcie Booth, Mother, Local District 1  
Elizabeth, Glenn, Mother, Local District 4  
Eva Kurtz, Resource & Allocation, Support Unit East  
Maria Molina, Mother, Local District 8  
Carolina, Urey, Mother, Local District 2

Current Appointed Members Who Have Requested Reappointment

Jacquelyn Smith Conkleton, Grandmother, Local District 3  
Ana Contreras, Mother, Local District 7  
Diane Evans, Legal Guardian, Local District 3  
Corina Alarcon Garcia, Parent, Local District 2  
Sonja Luchini, Mother, Local District 3  
Maya Osborne, Grandmother, Local District 8  
Beatriz Quiroz, Mother, Local District 8  
Mary Ramirez, Mother, Local District 3  
R. Rawal, Community Member, Local District 3  
Lola Rhone, Grandmother, Local District 3  
Bertha Rios, Grandmother, Local District 5  
Bonnie Sayers, Mother, Local District 4  
Olga Solis, Mother, Local District 7  
Carla Vega, Mother, Local District 7  
Rosa Villegas, Mother, Local District 2

Stella Voce, Mother, Local District 4  
David Wyles, Father, Local District 3  
Jeremy Mohr, Special Education Teacher, United Teacher Los Angeles (UTLA)  
Dr. Myrtice Irish, Special Education Administrator (Retired),  
Associated Administrator of Los Angeles  
Terry Wetzel, Adult and Career Education

#### **Board Member Resolution for Initial Announcement**

37. Ms. Galatzan, Ms. Flores Aguilar – Full Accountability to Taxpayers

Whereas, The District has a fiduciary and moral responsibility to keep taxpayers fully informed regarding how their money is spent;

Whereas, Such information must include, when applicable, a description of job expectations and well-defined performance measures;

Whereas, The District hires numerous consultants to provide expertise, support, or services in a number of key areas;

Whereas, There are recent examples in which the District has failed to provide sufficient information concerning job expectations and performance measures of particular consultants;

Whereas, The lack of such information represents a failure on the part of District to provide a full accounting to taxpayers;

Whereas, Because of the current budget situation, there is currently a District-imposed moratorium on personal service contracts; now, therefore, be it

Resolved, That for all future personal service contracts, the Superintendent will provide detailed and complete information on the hiring of consultants (at any dollar amount), which will include a job description and performance measures.

#### **Miscellaneous Business**

#### **Correspondence and Petitions**

38. Report of Correspondence **APPROVED**

#### **Approval of Minutes APPROVED**

39. 1 p.m., Regular Meeting, July 8, 2008  
1 p.m., Regular Meeting, October 14, 2008

**\*New Business for Action (Continued)**

40. Board of Education Report No. 165 – 08/09  
(Proposed Certificated Early Declaration Retirement Incentive)  
**ADOPTED AMENDED (Substitute Revised report to change “Policy Implications” to reflect AALA’s agreement on MOU and UTLA’s consent to be included in the program)**

**Announcements**

Finding Dr. Vladovic absent from special and regular meetings on 11/25/08

Rescheduling of January 22, 2009, Facilities Committee Meeting to January 15, 2009

Rescheduling of January 15, 2009, Ad Hoc Committee Meeting to January 29, 2009

**Public Comment**

**Adjournment**

Please note that the Board of Education may consider at this meeting any item referred from a Board Meeting five calendar days prior to this meeting (Education Code 54954.2(b)(3))

The Board of Education may also refer any item on this Order of Business for the consideration of a Standing Committee of the Board of Education, which meets on the Thursday immediately after this meeting.

Members of the public who wish to address the Board regarding items on this agenda should contact the Board Secretariat in person or by calling (213) 241-7002 or toll free (877) 772-6273, extension 128, one hour prior to the scheduled start time of the meeting to determine if they may be added to the speakers’ list. Requests for disability related modifications or accommodations shall be made 24 hours prior to the meeting to the Board Secretariat.

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If you or your organization is seeking to influence a purchasing, policy, site selection or any other LAUSD decision, registration may be required under the District's Lobbying Disclosure Code. Please visit [www.lausd.net/ethics](http://www.lausd.net/ethics) to determine if you need to register or call

Materials related to an item on this Order of Business submitted to the Board of Education, including those submitted after the initial distribution of materials, are available for public inspection at the Security Desk on the first floor of the Administrative Headquarters.

# Los Angeles Unified School District

Facilities Services Division  
New Construction - Real Estate  
Entitlements and Permits

RECEIVED  
LAND DEVELOPMENT GROUP  
09 MAR -9 PM 1:57

LETTER OF TRANSMITTAL

Date: 3/3/2009

RE: CRES #20

Attention: Danny Ho - LA BOE

**We are transmitting the following:**

- PRINTS                       SPECIFICATIONS                       COST ESTIMATES                       REPORT  
 DRAWINGS                       COLOR SCHEDULES                       OTHER: Resolution of Necessity

**Transmitted for:**

- APPROVAL                       REVIEW                       APPROVAL AS NOTED                       INFORMATION  
 AS REQUESTED                       CORRECTION & RETURN                       OTHER: Preparation of Street Vacation

---

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**REMARKS**

Please add to Street Vacation Package submitted to BOE 1/7/2009 VAC# E1401143

Copies: 1 (13 page Document)

**Entitlements and Permits**

From: Monica Fonseca

Tel: 213-972-3860

COPY CERTIFICATION BY DOCUMENT CUSTODIAN

State of California  
County of Los Angeles } ss.

I, Jefferson Crain, hereby declare that the attached reproduction of A Resolution of the Board of Education of the City of Los Angeles, Acting as the Governing Board of the Los Angeles Unified School District, Declaring Certain Real Property Necessary for Public Purposes and Authorizing the Acquisition Thereof (Central Region Elementary School No. 20) is a true, correct and complete photocopy of a document in my possession or control.

  
Signature of Affiant

Subscribed and sworn to (or affirmed) before me on this 20<sup>th</sup> day of February, 2009, by Jefferson Crain, proved to me on the basis of satisfactory evidence to be the person who appeared before me.

  
Signature of Notary

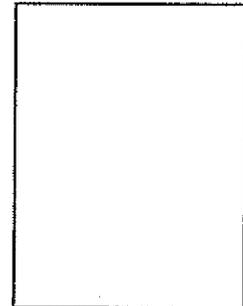
(seal)

OPTIONAL INFORMATION

Date of Document February 17, 2009

Thumbprint of Signer

Type or Title of Document A Resolution of the Board of Education of the City of L.A., Acting as the Governing Board of the LAUSD, Declaring Certain Real Property Necessary for Public Purposes and Authorizing The Acquisition Thereof (CR ES No. 20)



Number of Pages in Document 12

Document in a Foreign Language \_\_\_\_\_

Type of Satisfactory Evidence:

- Personally Known with Paper Identification
- Paper Identification
- Credible Witness(es)

Check here if no thumbprint or fingerprint is available.

Capacity of Signer:

- Trustee
- Power of Attorney
- CEO / CFO / COO
- President / Vice-President / Secretary / Treasurer
- Other: Executive Officer of the Board

Other Information: Certified 2 Copies

## Los Angeles Unified School District

[Project Parcels 148766-148769,148771]  
Central Region Elementary School No. 20: 56.40074]

### **A RESOLUTION OF THE BOARD OF EDUCATION OF THE CITY OF LOS ANGELES, ACTING AS THE GOVERNING BOARD OF THE LOS ANGELES UNIFIED SCHOOL DISTRICT, DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF**

WHEREAS, the Los Angeles Unified School District ("District") is a political subdivision of the State of California, that is, a school district thereof located in the County of Los Angeles.

WHEREAS, the properties described below are to be taken for public education purposes and all other lawful uses; namely, for school facilities for construction and operation of Central Region Elementary School No. 20 and all purposes necessary and convenient thereto.

WHEREAS, the District is authorized to acquire the property described below by eminent domain pursuant to Education Code section 35270.5 et seq., California Constitution Article I, section 19, and Code of Civil Procedure sections 1230.010 et seq. (the California Eminent Domain Law), including but not limited to sections 1240.010, 1240.020, 1240.110, 1240.120, and other provisions of the law.

WHEREAS, the property to be taken is generally identified as Los Angeles County Assessor's Parcel Numbers 5501-010-008, 5501-010-009, 5501-010-010, 5501-010-018 and 5501-010-021; City of Los Angeles, California; is more particularly described on Exhibits "A" to "D" hereto; and is shown on the respective maps attached to Exhibits "A" to "D" which Exhibits are incorporated by this reference.

WHEREAS, notice was given to the affected property owners in accordance with Code of Civil Procedure section 1245.235 of the date, time and place where the matters addressed herein would be heard and considered by the Board of Education.

WHEREAS, a hearing was held in accordance with Code of Civil Procedure section 1245.235 at which the matters addressed herein were heard and considered.

NOW, THEREFORE, THE BOARD OF EDUCATION OF THE CITY OF LOS ANGELES DOES HEREBY FIND, DETERMINE, ORDER, AND RESOLVE AS FOLLOWS:

**Section 1.** The Board finds and determines:

- A. The Central Region Elementary School No. 20 (the "project") will help achieve the goals of the District's New Construction Strategic Execution

Plan, that is, meeting its current and projected school facilities needs, providing a two-semester neighborhood classroom seat for students at all grade levels and reducing overcrowding at existing schools.

- B. The project will provide 32 classrooms, 800 two-semester seat capacity and adjunct school facilities for kindergarten through fifth grades. This project will relieve overcrowding and density at Alexandria, Del Olmo, Cahuenga, and Kim Elementary Schools and White House Place Primary Center.
- C. The project will contribute to the District's goal of providing a neighborhood school seat for every student enrolled in the District.

Section 2. The Board of Education further finds and determines:

- A. The Office of Environmental Health and Safety (OEHS) evaluated the proposed project in accordance with California Environmental Quality Act (CEQA) and State CEQA Guidelines. As documented in an Initial Study, the environmental review resulted in the preparation of an Environmental Impact Report (EIR). However, potentially significant impacts to air quality, pedestrian safety and traffic/transportation will be reduced to a less-than-significant level after incorporation of all feasible mitigation measures. The proposed project would result in significant and unavoidable impacts with regard to noise and vibration during construction and vehicular noise from operation. The Board of Education certified the Final EIR and adopted the Findings of Fact and a Statement of Overriding Consideration for the subject project pursuant to CEQA and the State CEQA Guidelines on December 9, 2008.
- B. Independent of the CEQA process, OEHS evaluated the proposed project site pursuant to the California Education Code and requirements of the Department of Toxic and Substances Control (DTSC). OEHS completed a Preliminary Environmental Assessment (PEA) which was approved by the DTSC on October 14, 2008. The PEA recommends further action in the form of a Remedial Action Plan (RAP) to address identified impacts to soil, soil vapor and groundwater. It is anticipated that the draft RAP will be submitted to DTSC in February 2009 for review and approval.

Section 3. The Board of Education hereby further finds and determines that:

- A. The public interest and necessity require the project;
- B. The project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;
- C. The properties described herein and more particularly described in Exhibits "A" and "D" attached hereto, are necessary for the project;

- D. The offers required by section 7267.2 of the Government Code were made to the owners of record of the properties, or that they were not made because the owners could not be located with reasonable diligence; and
- E. To the extent the properties described herein and more particularly described in Exhibits "A" and "D" attached hereto may already be devoted to a public use, the proposed public use will not unreasonably interfere with or impair the continuance of the public use as it exists or may reasonably be expected to exist in the future, or the project is a more necessary public use than such existing public uses and thus may be acquired pursuant to California Code of Civil Procedure sections 1240.510 and/or 1240.610.

Section 4. The findings and determinations contained in this Resolution are based on and incorporate the record before the Board of Education on February 17, 2009, which record includes the staff Board Report on this Resolution, the District's environmental site assessment of the project site, the District's environmental analysis of the proposed project contained in the Environmental Impact Report, the staff Board reports regarding CEQA compliance, Project Approval and all other documents referenced above and in the staff Board Report to this Resolution. The findings and determinations contained herein are also based on any testimony, records, and documents produced at the hearing, all of which are incorporated herein by this reference.

Section 5. The stated public use for purposes of this Resolution is the construction, operation, and/or maintenance of facilities and appurtenances in furtherance of public education.

Section 6. The Board of Education hereby authorizes and directs the District's General Counsel to take all steps necessary or appropriate to commence and prosecute legal proceedings in a court of competent jurisdiction to acquire by eminent domain the properties described on Exhibits "A" and "D" attached hereto.

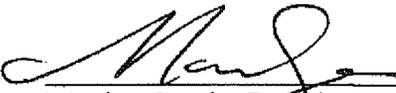
PASSED, APPROVED, and ADOPTED by a vote of at least two-thirds (2/3) of all the members of the Board of Education of the City of Los Angeles, acting as the governing board of the Los Angeles Unified School District, on this 17<sup>th</sup> day of February , 2009.

AYES: 6

NOES: 0

ABSENT: 1

ABSTAIN: 0

  
Monica Garcia, President

ATTEST:

  
Jefferson Crain  
Executive Officer of the Board

**EXHIBIT A**

**Legal Description**

LOTS 11 AND 12 OF TRACT NO. 6780, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 107 PAGES 58, 59 AND 60 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

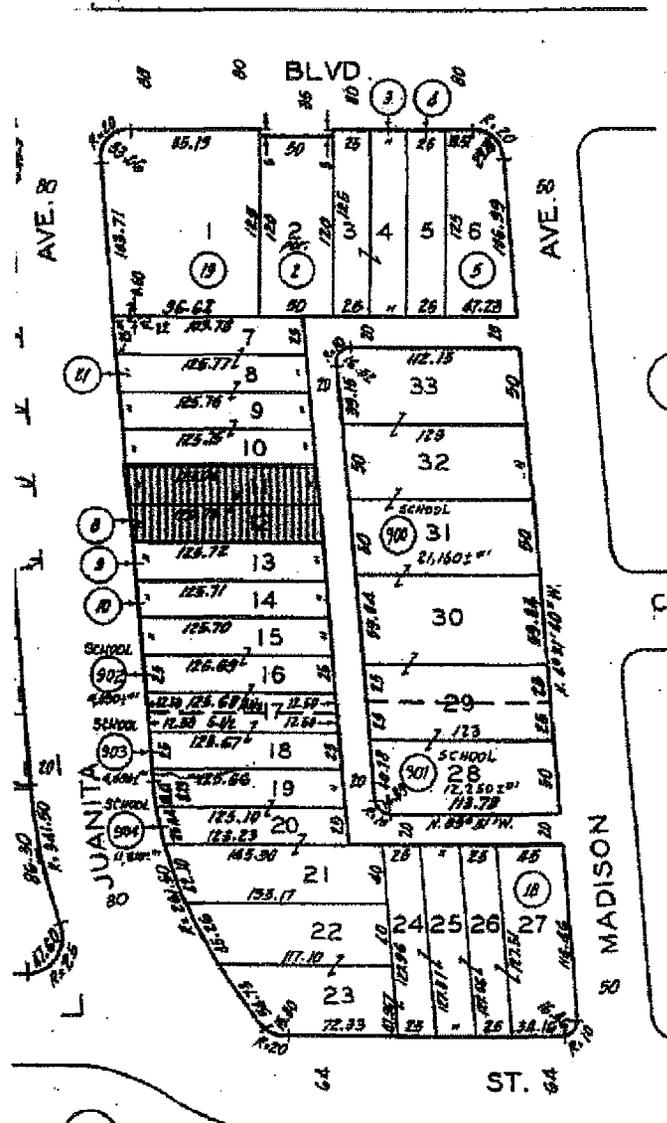
APN: 5501-010-008

Project Parcel 148766: Hyon Soon Han, an unmarried woman, Johng Whan Kim, an unmarried man, and Tony Han, a single man, all as joint tenants  
234-238 North Juanita Avenue, Los Angeles, California 90004  
APN: 5501-010-008

**EXHIBIT A**

# EXHIBIT A

## Plat Map



Project Parcel 148766: Hyon Soon Han, an unmarried woman, Johng Whan Kim, an unmarried man, and Tony Han, a single man, all as joint tenants  
234-238 North Juanita Avenue, Los Angeles, California 90004  
APN: 5501-010-008

# EXHIBIT A

## **EXHIBIT B**

### **Legal Description**

LOTS 13 AND 14 OF TRACT NO. 6780, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 107 PAGES 58, 59 AND 60 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM, ALL GAS, OIL, HYDROCARBONS AND ALL MINERALS LYING IN, ON, OR UNDER SAID LAND; HOWEVER, NO RIGHT OF ENTRY IS RESERVED UPON THE SURFACE FOR THE PURPOSE OF EXPLORING FOR OR EXTRACTING OIL, GAS, HYDROCARBONS, OR MINERALS RESERVING, HOWEVER, THE RIGHT TO ENTER THE SUB-SURFACE FOR THE PURPOSE OF EXTRACTING SAME, AS RESERVED IN DEED RECORDED JANUARY 26, 1978 AS INSTRUMENT NO. 78-97913, OFFICIAL RECORDS.

APN: 5501-010-009 and 5501-010-010

Project Parcel 148767 and 148768: Michael Ohayon and Tammy Ohayan, husband and wife as joint tenants

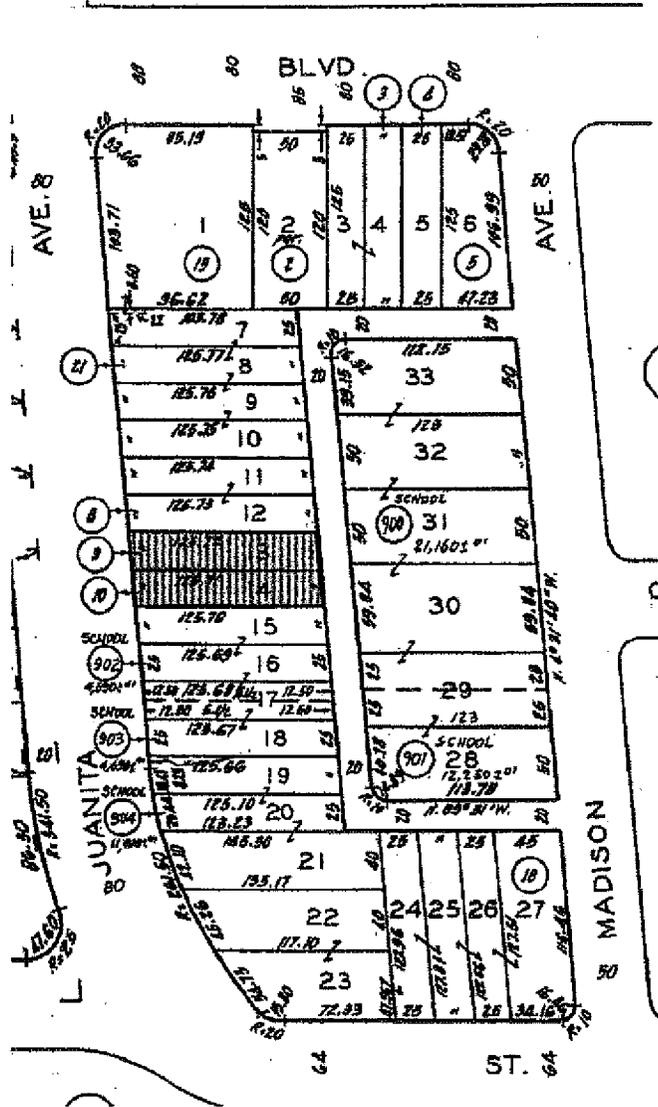
228 North Juanita Avenue, Los Angeles, California 90004

APN: 5501-010-009 and 5501-010-010

## **EXHIBIT B**

# EXHIBIT B

## Plat Map



Project Parcel 148767 and 148768: Michael Ohayon and Tammy Ohayon, husband and wife as joint tenants  
228 North Juanita Avenue, Los Angeles, California 90004  
APN: 5501-010-009 and 5501-010-010

# EXHIBIT B

**EXHIBIT C**

**Legal Description**

LOTS 22, 23, 24, 25, 26 AND 27 OF TRACT NO. 6780, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 107 PAGES 58, 59 AND 60 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

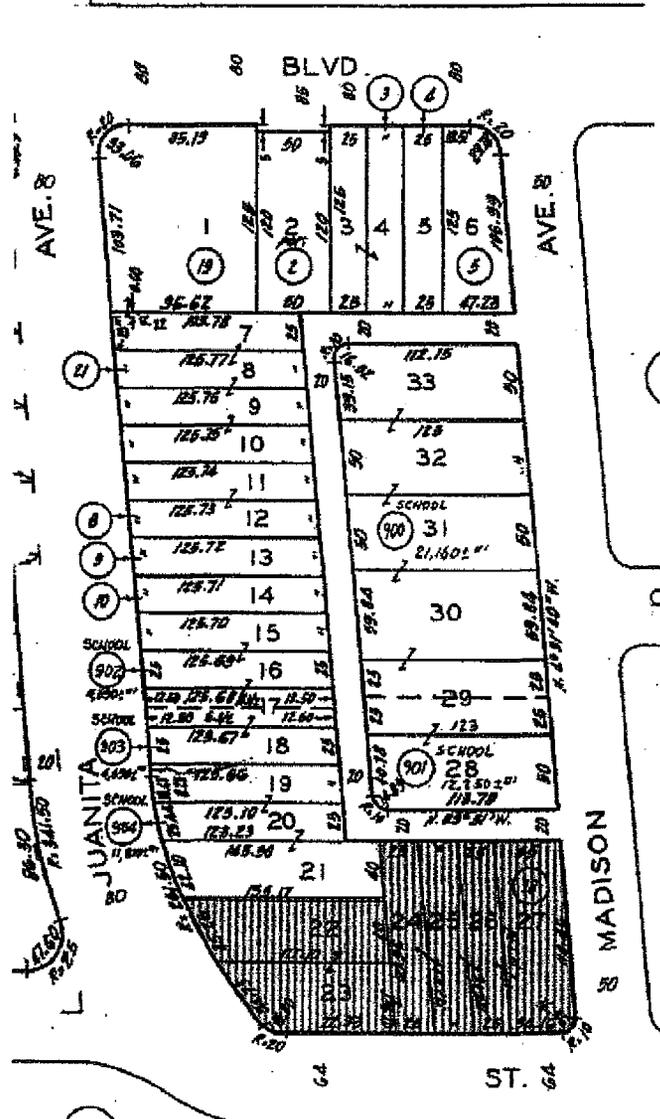
APN: 5501-010-018

Project Parcel 148769: Hankey Investment Company, Limited Partnership  
206 North Juanita Avenue, Los Angeles, California 90004  
APN: 5501-010-018

**EXHIBIT C**

# EXHIBIT C

Plat Map



Project Parcel 148769: Hankey Investment Company, Limited Partnership  
206 North Juanita Avenue, Los Angeles, California 90004  
APN: 5501-010-018

# EXHIBIT C

## **EXHIBIT D**

### **Legal Description**

LOTS 7, 8, 9 AND 10 OF TRACT NO. 6780, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 107 PAGES 58, 59 AND 60 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM THE NORTHERLY 0.60 FEET (MEASURED AT RIGHT ANGLES TO THE NORTHERLY LINE OF SAID LOT) OF THE WESTERLY 22.00 FEET (MEASURED ALONG THE NORTHERLY LINE OF SAID LOT) OF LOT 7 OF TRACT NO. 6780, AS PER MAP RECORDED IN BOOK 107 PAGES 58, 59 AND 60 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5501-010-021

Project Parcel 148771: Johng Whan Kim, an unmarried man, as to an undivided 50% interest and Hyon Soon Han, an unmarried woman, as to an undivided 50% interest, as tenants in common

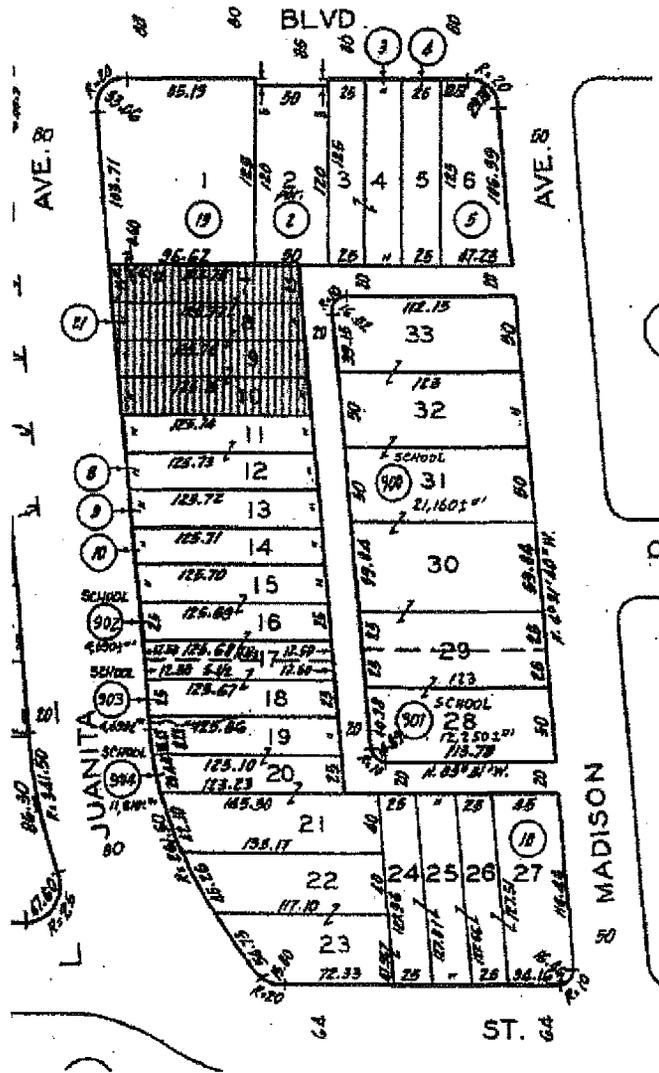
250 North Juanita Avenue, Los Angeles, California 90004

APN: 5501-010-021

## **EXHIBIT D**

# EXHIBIT D

## Plat Map



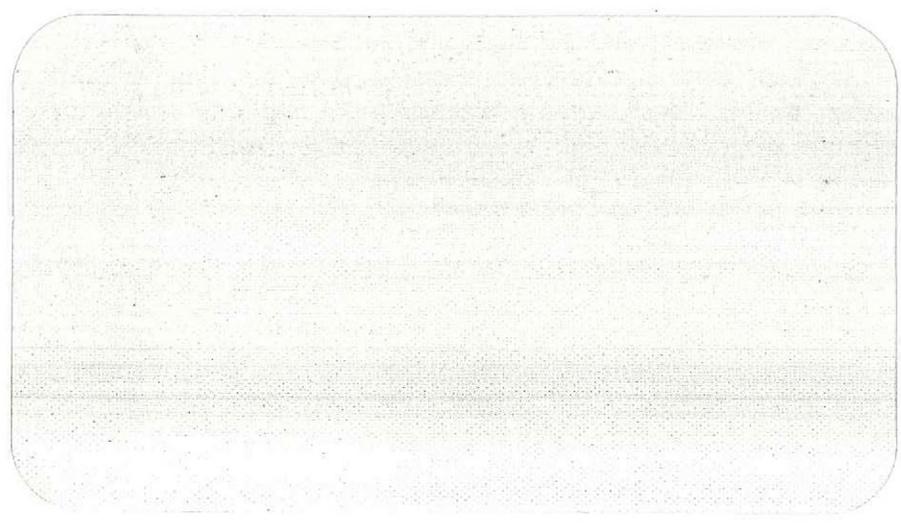
Project Parcel 148771: John Whan Kim, an unmarried man, as to an undivided 50% interest and Hyon Soon Han, an unmarried woman, as to an undivided 50% interest, as tenants in common  
250 North Juanita Avenue, Los Angeles, California 90004  
APN: 5501-010-021

# EXHIBIT D



environmental planning  
mitigation programs  
biological resources  
cultural resources

**Chambers Group**  
*Solving Environmental Challenges*



**Chambers Group, Inc.**

Final Environmental Impact Report  
Central Region Elementary School  
No. 20

*Prepared for:*

**Los Angeles Unified School District**  
Office of Environmental Health and Safety  
1055 West 7<sup>th</sup> Street, 9<sup>th</sup> Floor  
Los Angeles, CA 90017

Contact: Gwenn Godek, Senior CEQA Project Manager

*Prepared by:*

**Chambers Group, Inc.**  
17671 Cowan Avenue, Suite 100  
Irvine, CA 92614

November 2008



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# EXECUTIVE SUMMARY

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## INTRODUCTION

The Los Angeles Unified School District (LAUSD or District) is proposing to construct and operate an elementary school, designated as the Central Region Elementary School (CRES) No. 20 (Proposed Project), in the City of Los Angeles, Los Angeles County. The Proposed Project is intended to relieve school overcrowding and is consistent with the New School Construction Program and the Facilities Master Plan developed by LAUSD. Implementation of the Proposed Project is intended to fulfill the following objectives:

- Relieve overcrowding at Alexandria, Frank del Olmo, Caheunga, and Charles H. Kim Elementary Schools, as well as White House Place Primary Center;
- Provide a neighborhood school on a traditional, single-track, two-semester calendar;
- Eliminate involuntary busing of students as soon as possible;
- Reduce reliance on portable classrooms as soon as possible;
- Create a school that is a center of community engagement both during and outside of normal operating hours;
- Maintain traditional classroom instruction hours for elementary school students of approximately 8:00 a.m. to 3:00 p.m.;
- Build and maintain a school that reflects the wise and efficient use of limited land and public resources;
- Avoid the displacement of existing residences and businesses where feasible; and
- Provide multipurpose fields for students and community use outside normal school operating hours (including evenings and weekends).<sup>1</sup>

This document is a Final Environmental Impact Report (EIR) prepared in accordance with the California Environmental Quality Act (CEQA). It provides an overview of the Proposed Project and considers alternatives, identifies the anticipated environmental impacts from the Proposed Project and the alternatives, and identifies mitigation measures designed to reduce the level of significance of any impact.

## PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The primary purpose of CEQA is to inform the public and decision makers as to the potential impacts of a project and to allow an opportunity for public input to ensure informed decision making. CEQA requires all state and local government agencies to consider the environmental effects of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid the significant environmental impacts resulting from Proposed Projects, when feasible, and to identify

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<sup>1</sup> LAUSD, Facilities Services Division - New Construction, Strategic Execution Plan, January, 2008  
<<http://www.laschools.org/sep/>>.

a range of feasible alternatives to the Proposed Project that could reduce or avoid those environmental effects.

Under CEQA, a project Environmental Impact Report (EIR) analyzes the impacts of an individual activity or specific project and focuses primarily on changes in the environment that would result from the activity or project. The EIR must include the contents required by CEQA and the *CEQA Guidelines*. It must examine all phases of the project, including planning, construction, operation, and any reasonably foreseeable future phases.

## USE OF THE NEW SCHOOL CONSTRUCTION PROGRAM EIR

In response to State and local legislation, and the need to provide additional school facilities throughout the LAUSD, the Board adopted goals and guidelines that provide a policy framework, which is encompassed in the New School Construction Program (Program). Implementation of the Program is outlined in the LAUSD Facilities Master Plan.<sup>2</sup>

The Program is a multi-phased effort to provide additional classroom seats by constructing new schools and/or expanding existing school campuses pursuant to the Facilities Master Plan. The Program will ultimately provide approximately 180,000 new classroom seats. The Board has certified a Program EIR (Program EIR) for the Program.<sup>3</sup>

The Program EIR provides environmental review of the Program in accordance with the requirements of the California Environmental Quality Act (CEQA).<sup>4</sup> The Final Program EIR was certified by the Board on June 8, 2004. The Program EIR provides general analysis of program-related impacts with later CEQA documents required for specific individual projects through a process known as "tiering." This document incorporates the Program EIR by reference.<sup>5</sup> This document applies the thresholds of significance recommended in the Program EIR to determine the significance of environmental effects.

The Program EIR also includes standard mitigation measures and related performance standards that the LAUSD will apply to the Proposed Project where applicable. The Program EIR is available for review at the LAUSD Facilities Services Division website (<http://www.laschools.org/peir/>).

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<sup>2</sup> LAUSD, *Facilities Master Plan*, December 1, 1997 (updated in June 2000).

<sup>3</sup> LAUSD, Office of Environmental Health and Safety (OEHS), *New School Construction Program, Final PEIR*, Board certified June 8, 2004, p. 2-2.

<sup>4</sup> *Ibid.*

<sup>5</sup> State of California, *CEQA Guidelines*, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, Section 15152, 2007.

## **Project Location and Setting**

As shown on Exhibit ES-1 (Regional Location Map) and Exhibit ES-2 (Project Location Map), the project site is situated approximately 0.27 mile south of the intersection of Highway 101 and Vermont Avenue, in the City of Los Angeles. It is comprised of three non-contiguous areas. For the purposes of this report, the three areas of the project site are referred to as the southern, central, and northern areas.

The southern area is bound by First Street to the north, White House Place Primary Center (PC) to the south, Bimini Place to the west, and residential land uses and a church to the east, beyond which is Madison Avenue.

The central area is bound by Council Street to the north, First Street to the south, Westmoreland Avenue to the east, and the remainder of the Virgil Middle School (Virgil MS) campus to the west.

The northern area is bound by Madison Avenue to the east, Juanita Avenue to the west, Council Street to the south, and existing commercial uses to the north, beyond which is Beverly Boulevard. Council Street will be vacated between the two areas and will become part of the site.

## **Project Description**

The Proposed Project consists of three related components located on three non-contiguous areas; designated the southern, central, and northern portions.

The southern area is composed of the White House Place PC. The White House Place PC will be demolished and replaced with a surface parking lot with 137 spaces. These spaces are to be shared by Virgil MS and CRES No. 20 faculty and staff, with 65 spaces dedicated to Virgil MS and 72 spaces for CRES No. 20. The parking lot would include exterior safety lighting.

The central area is composed of the existing playfields for Virgil MS and will be replaced with the proposed CRES No. 20 project. The Proposed Project would provide approximately 800 two-semester seats for students in grades kindergarten through fifth. The facility would operate with approximately 62 faculty and staff. The Proposed Project will include approximately 62,000 square feet of buildings (up to approximately 34 feet in height) on 3.18 acres, including 1.7 acres of playground area. Classrooms, a multipurpose room, and administration area would be located primarily along the western block of Westmoreland Avenue and southern block of Council Street. The pedestrian entrance to the CRES No. 20 site will be from Council Street. CRES No. 20 playfields would be located on the western portion of the site adjacent to Virgil MS, (see Exhibits ES-3a through 3c).

The northern area is comprised of a combination of LAUSD-owned land currently utilized as parking and commercial/manufacturing uses. A portion of Council Street,

between Madison Avenue and Juanita Avenue, will be vacated and become part of the site. This area would accommodate the replacement playfields.

## Proposed Project Impacts

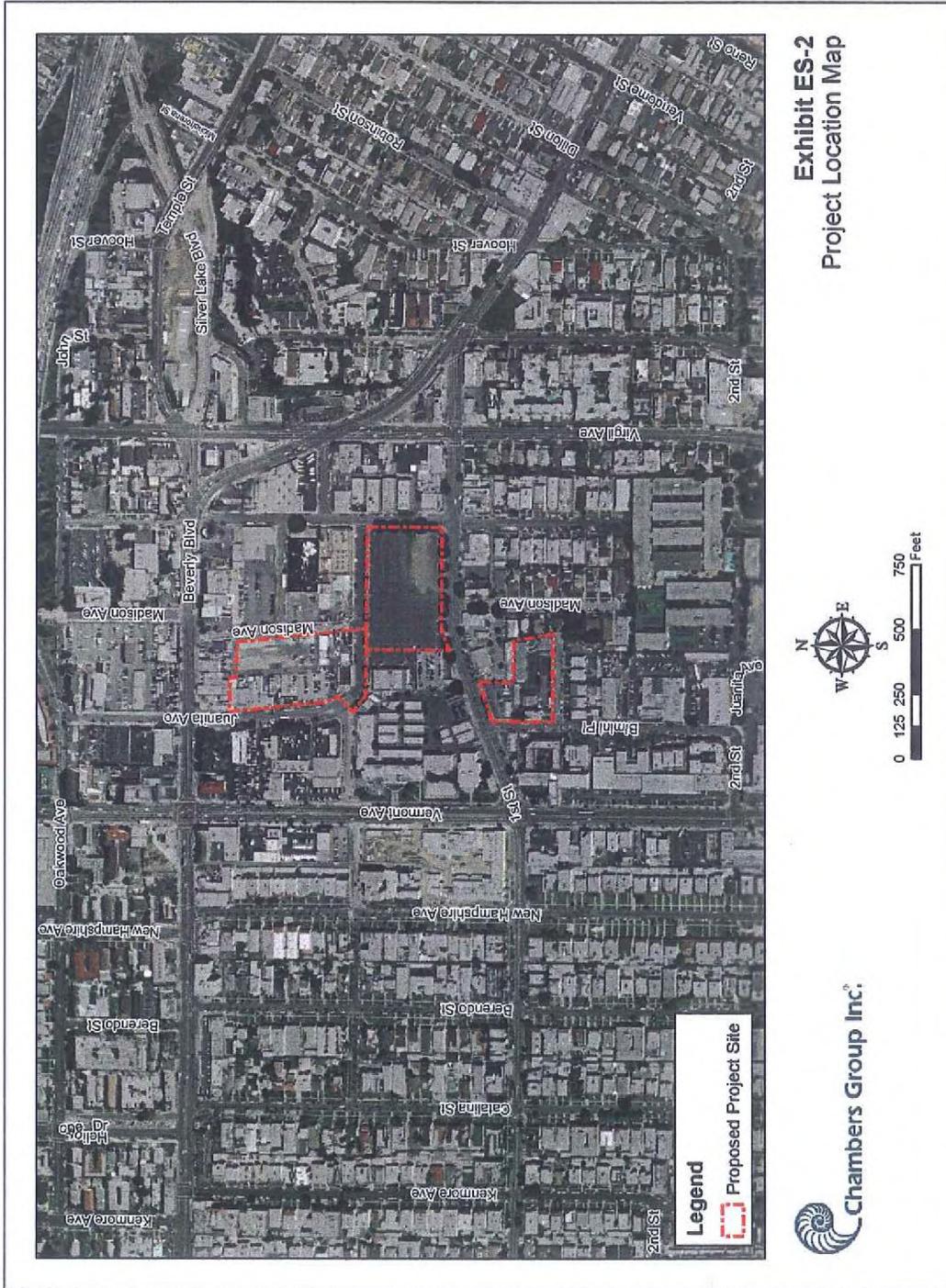
This Final EIR addresses those environmental impact categories identified by LAUSD as having "potentially significant" impacts during the preparation of the Initial Study (IS) (Appendix A). Input provided by interested parties, including community residents and public agencies, during the public review period for the IS were also taken into account. Environmental concerns that were found to have no impact or a less than significant impact are not discussed in this Final EIR. Environmental factors are listed by the level of significance of their impacts in Table ES-1 below. Those issue areas identified as having potentially significant impacts in the IS or through the scoping process are further analyzed in this Final EIR.

**Table ES-1  
Summary of Environmental Impacts Identified in the Initial Study**

No Impact	Less Than Significant Impact	Potentially Significant Impact
Agricultural Resources	Aesthetics	Air Quality
Biological Resources	Cultural Resources	Hazards and Hazardous Materials
Mineral Resources	Geology and Soils	Land Use and Planning
Population and Housing	Hydrology and Water Quality	Noise
	Recreation and Parks	Pedestrian Safety
	Utilities and Service Systems	Public Services
		Transportation and Traffic



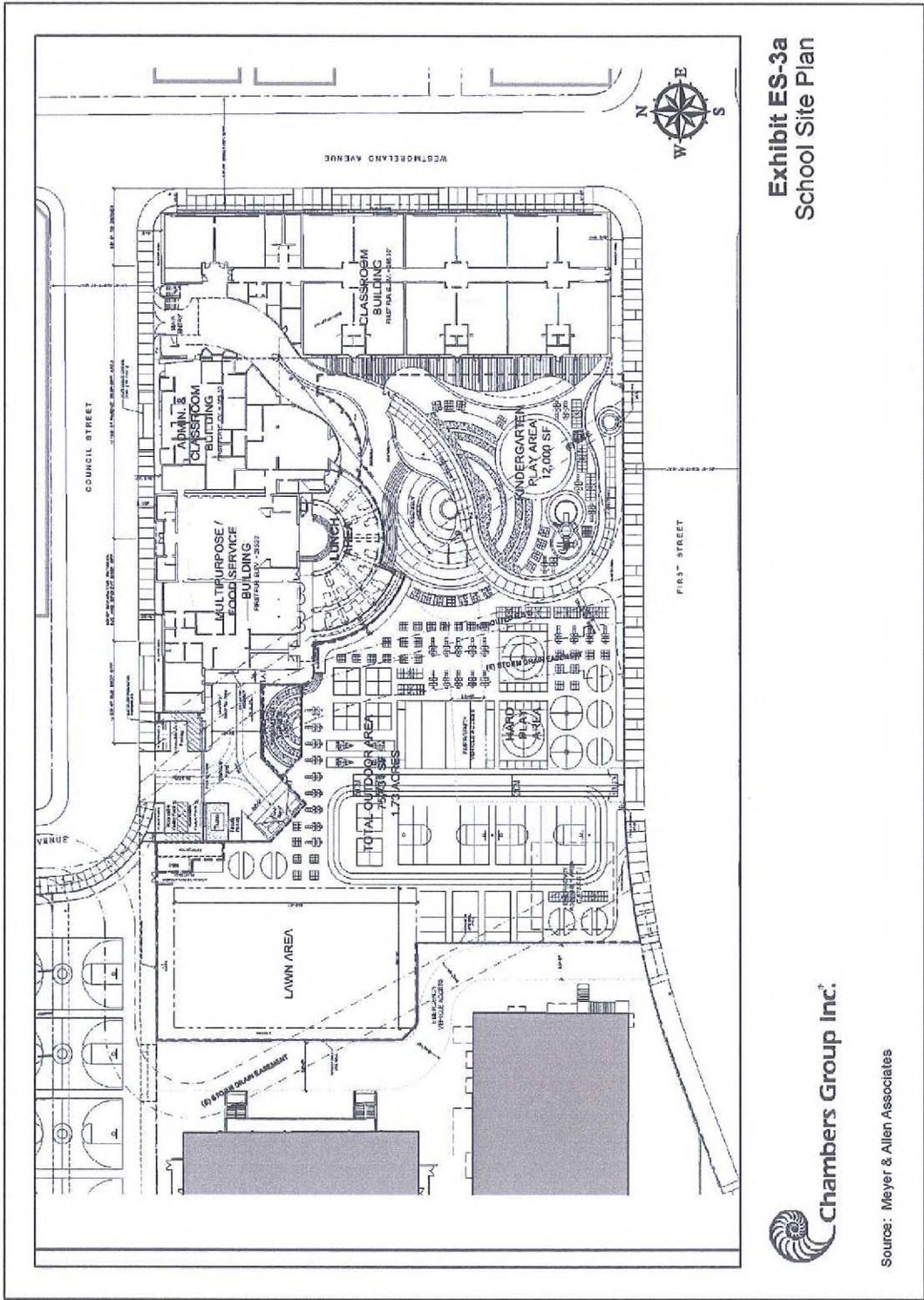
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**Exhibit ES-2  
Project Location Map**

Image Source: Aerials Express, Los Angeles 2006

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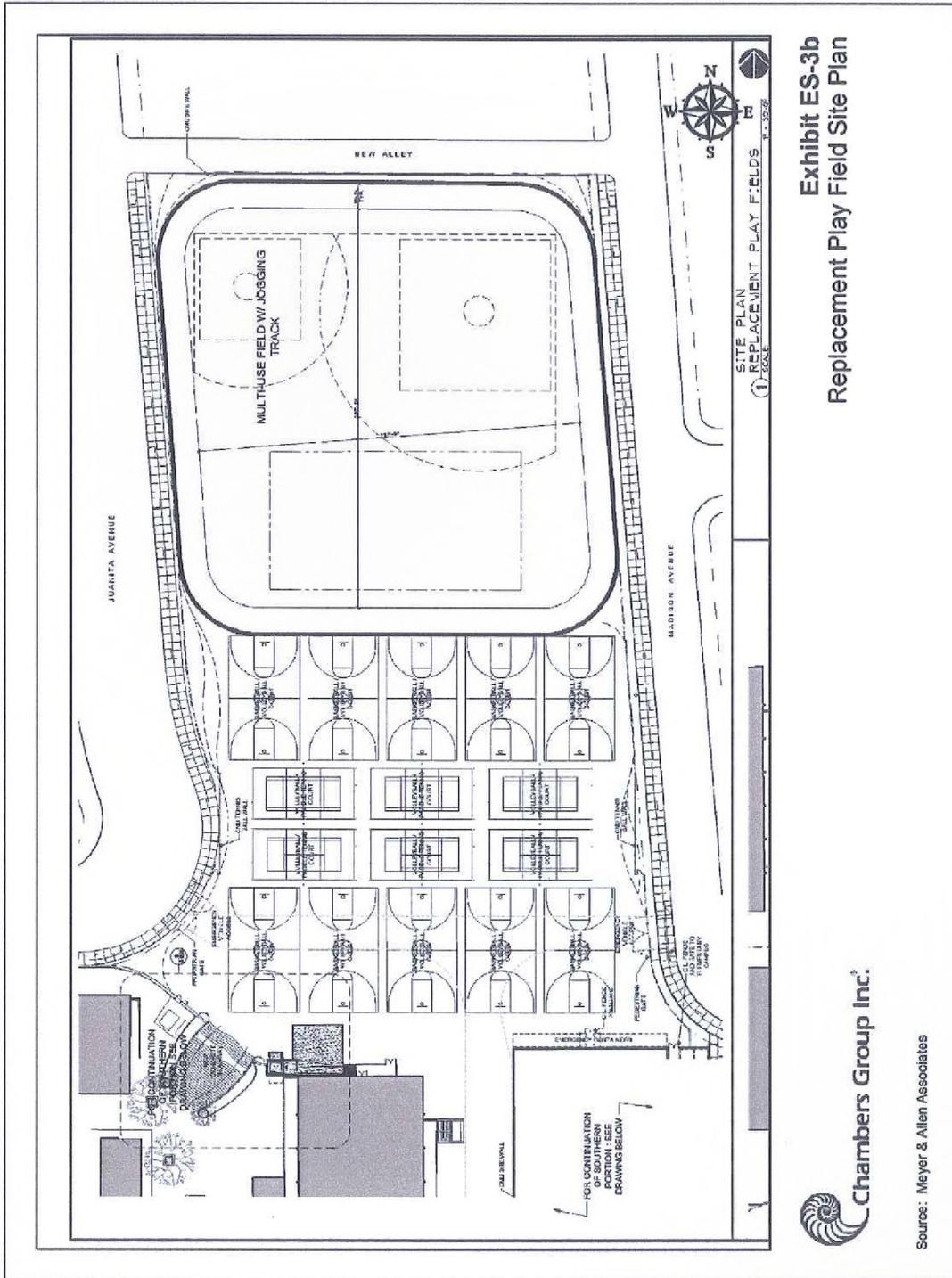


**Exhibit ES-3a**  
**School Site Plan**



Source: Meyer & Allen Associates

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**Exhibit ES-3b  
Replacement Play Field Site Plan**



Source: Meyer & Allen Associates

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## Unavoidable Adverse Impacts

Based on the analysis contained within this EIR, it has been determined that implementation of the Proposed Project would result in significant and unavoidable noise impacts associated with construction. Potential impacts related to hazards and hazardous materials, land use planning, and public services were found to be less than significant during preparation of the EIR. Project design features and mitigation measures have been included that would reduce potential impacts to air quality, pedestrian safety, and traffic and circulation to less than significant levels, based on each set of significance criteria.

## Cumulative Impacts

A list of related present and reasonably foreseeable future projects within the vicinity of the Proposed Project was developed to evaluate cumulative impacts. The cumulative project list provided in Section 2.7, Cumulative Impact Scenario, includes projects that are either reasonably foreseeable or are expected to be constructed or operated during the life of the Proposed Project. The Proposed Project would result in less than significant cumulative impacts with respect to air quality, pedestrian safety, public services, transportation and traffic, and noise. Cumulative impacts associated with the construction and operations of the proposed elementary school are discussed in detail within each issue area section.

## Growth-Inducing Impacts

The proposed elementary school would not induce more growth, but would accommodate the population growth that has already occurred and is anticipated to continue to occur in the near future.

## Mitigation Measures

Table ES-2 provides a summary of the mitigation measures presented in this EIR.

**Table ES-2  
Summary of Mitigation Measures**

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>Mitigation Measures</b>			
<b>Air Quality</b>			
<b>Impact 3A-1:</b> Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	Less than significant	No mitigation required	Less than significant
<b>Impact 3A-2:</b> Create or contribute to a non-stationary source "hotspot"	Less than significant	No mitigation required	Less than significant

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
(primarily carbon monoxide [CO]).			
<b>Impact 3A-3:</b> Expose sensitive receptors to substantial pollutant concentrations.	Potentially significant	<b>M 3A-1:</b> The construction contractor shall ensure that soil stabilizers are applied to all areas that will be inactive for more than 5 consecutive days. This will reduce fugitive PM <sub>10</sub> and PM <sub>2.5</sub> emissions by up to 84%.	Less than significant
		<b>M 3A-2:</b> The construction contractor shall ensure that all ground cover is replaced as soon as possible after the completion of construction activities. This will reduce fugitive PM <sub>10</sub> and PM <sub>2.5</sub> emissions by up to 5%.	
		<b>M 3A-3:</b> The construction contractor shall ensure that the site be watered at least 4 times per day during demolition and construction activities. This will reduce fugitive PM <sub>10</sub> and PM <sub>2.5</sub> emissions by up to 69%.	
		<b>M 3A-4:</b> The construction contractor shall ensure that all debris/soil/material being loaded or unloaded is sufficiently saturated to prevent emitting plumes of visible dust during loading/unloading activities.	
		<b>M 3A-5:</b> Where feasible, the construction contractor shall ensure that diesel particulate filters are used with all construction equipment during demolition phases. This reduces exhaust PM <sub>10</sub> and PM <sub>2.5</sub> emissions by up to 85%.	
<b>Impact 3A-4:</b> Cause a significant contribution to GHG emissions.	Less than significant	No mitigation required	Less than significant
<b>Hazards and Hazardous Materials</b>			
<b>Impact 3B-1:</b> Create significant hazard to the public or the environment through reasonably	Less than significant	No mitigation required	Less than significant

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
foreseeable upset and accident conditions involving the release of hazardous materials into the environment.			
<b>Impact 3B-2:</b> Be located within 0.25 mile of any facilities, which might be reasonably anticipated to emit hazardous materials, substances, or waste.	Less than significant	No mitigation required	Less than significant
<b>Impact 3B-3:</b> Be located within 1,500 feet of a pipeline that may pose a safety hazard.	Less than significant	No mitigation required	Less than significant
<b>Land Use and Planning</b>			
<b>Impact 3C-1:</b> Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	Less than significant	No mitigation required	Less than significant
<b>Noise</b>			
<b>Impact 3D-1:</b> Expose people to or generate noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies.	Potentially significant	<b>M 3D-1</b> In accordance with the City of Los Angeles Municipal Code Section 41.40, the LAUSD shall require that construction activities be limited to 7:00 a.m. to 9:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. on Saturday, and no construction on Sunday and federal holidays, as appropriate, in order to minimize disruption to sensitive receptors in the vicinity of the Proposed Project site.	Significant and unavoidable (construction)
		<b>M 3D-2</b> LAUSD shall require its construction contractor to implement the use of temporary sound barriers along the perimeter of the Proposed Project site as follows: <ul style="list-style-type: none"> <li>• At the northern and eastern boundaries of the southern</li> </ul>	

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		portion of the site, <ul style="list-style-type: none"> <li>• At the western boundary of the central portion of the site, and</li> <li>• At the southern boundary of the northern portion of the site.</li> </ul>	
		<b>M 3D-3</b> Prior to initiation of construction activities, LAUSD's construction contractor shall coordinate with the site administrators for Virgil Middle School to discuss construction activities that generate high noise levels for extended periods of time. Coordination between the school administrators and the construction Impact contractor shall continue on an as-needed basis throughout the construction phase of the Proposed Project.	
<b>Impact 3D-2:</b> Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	Potentially significant (construction)	Please refer to mitigation measures 3D-1 through 3D-3 (above), as well as the best management practices described in Section 2.5 of the EIR, under LAUSD Construction Best Management Practices.	Significant and unavoidable (construction)
<b>Impact 3D-3:</b> Expose people to or generate excessive groundborne vibration or groundborne noise levels.	Potentially significant (construction)	Refer to mitigation measure M 3D-2.	Significant and unavoidable (construction)
<b>Impact 3D-4:</b> Create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	Potentially significant (operation)	<b>M 3D-4:</b> The construction contractor shall introduce sound walls, or other sound attenuation barrier, along the perimeter of the school to mitigate traffic noise levels to below LAUSD thresholds. Six foot high sound walls will be required along the eastern and southern boundaries of the central site, seven foot high sound walls along the eastern and western perimeter of the northern site, and an eight foot sound wall along	Less than significant

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		the northern perimeter of the northern site.	
<b>Pedestrian Safety</b>			
<b>Impact 3E-1:</b> Substantially increase vehicular and/or pedestrian safety hazards due to a design feature or incompatible uses or create unsafe routes for students walking from local neighborhoods.	Potentially significant	<b>M 3E-1:</b> Six months prior to opening of the school, the LAUSD's OEHS shall coordinate with the City of Los Angeles to prepare a "Pedestrian Routes to School" map. LAUSD's OEHS will distribute the maps to the school upon completion and the maps will then be distributed to parents, students, and school staff. The Pedestrian Routes to School Map should be prepared to direct students to cross Beverly Boulevard at either Westmoreland Avenue or Vermont Avenue.	Less than significant
		<b>M 3E-2:</b> LAUSD will coordinate with LADOT to install a traffic signal with crosswalks and signal phasing to facilitate the crossing at Westmoreland Avenue and 1 <sup>st</sup> Street.	
		<b>M 3E-3:</b> Six months prior to opening of the school, LAUSD's OEHS shall coordinate with LADOT to install school traffic speed zones, with related signage at entry points. These points would be on the roadways surrounding the site, within the immediately-adjacent blocks.	
<b>Impact 3E-2:</b> Create unsafe routes to schools for students walking from local neighborhoods.	Potentially significant	Please refer to Mitigation Measures M 3E-1 through M 3E-3 above.	Less than significant
<b>Impact 3E-3:</b> Be located on a site that is adjacent or near to a major arterial roadway or freeway that may pose a safety hazard.	Potentially significant	Refer to mitigation measures M 3E-1 through M 3E-3 above.	Less than significant
<b>Public Services</b>			
<b>Impact 3F-1:</b> Result in significant adverse physical impacts associated with an increase in demand for	Less than significant	No mitigation required	Less than significant

Environmental Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
new or physically altered fire protection and/or police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable levels of service.			
<b>Traffic and Circulation</b>			
<b>Impact 3G-1:</b> Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).	Potentially significant	<b>M 3G-1:</b> LAUSD shall coordinate with LADOT and contribute toward the development of a Neighborhood Traffic Management Plan, which would be implemented by the City.	Less than significant
<b>Impact 3G-2:</b> Would exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.	None	No mitigation required	None
<b>Impact 3G-3:</b> Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Potentially significant	Refer to mitigation measures M 3E-1 through 3E-3.	Less than significant
<b>Impact 3G-4:</b> Would result in inadequate parking capacity.	Less than significant	No mitigation required	Less than significant

## Alternatives to the Proposed Project

Alternatives considered by LAUSD include a range of potential projects to meet the needs of the Local District with specific consideration given to student population and demographics, evaluation of existing facilities, and anticipation of future requirements of LAUSD. The alternatives identified below, with the exception of the mandatory No Project Alternative, were selected due to their potential to attain basic project objectives and lessen or avoid significant environmental effects resulting from implementation of the Proposed Project.

**No Project:** Under the No Project Alternative, the Proposed Project would not be constructed. No change in Proposed Project site conditions or land uses would occur under this alternative.

The No Project Alternative would result in the continuation of existing conditions at the project site. Compared to the Proposed Project, the No Project Alternative is environmentally superior in the areas of air quality, hazards and hazardous materials, noise, pedestrian safety, transportation and traffic, and land use planning, and neither inferior nor superior in the area of public services. While the overall environmental impacts associated with the No Project Alternative are considered to be environmentally superior to the Proposed Project, none of the project objectives would be achieved.

**Reduced Project:** Under the Reduced Project Alternative, an elementary school would be operated at the same location as the Proposed Project, but at a reduced scale.

The 800-seat elementary school would be reduced to 560 seats. This change would be an approximately 30 percent reduction in available seats with implementation of the LAUSD's objective to reduce overcrowding at Alexandria, Frank del Olmo, Cahuenga, and Charles H. Kim Elementary Schools, as well as White House Place Primary Center. Compared to the Proposed Project, this alternative is environmentally superior in the areas of air quality, hazards and hazardous materials, noise, pedestrian safety, and transportation and traffic, and is neither environmentally superior nor inferior in the areas of land use planning and public services.

However, this alternative would not provide sufficient classroom seats. Additionally, this alternative would only partially achieve the LAUSD project objectives.

**Alternate Site:** The Alternate Site Alternative would be located at the southeast corner of the intersection of 1<sup>st</sup> Street and Bimini Place and would include all of White House Place Primary Center, as well as the adjacent land uses to the east up to Madison Avenue.

The size of the proposed school site would be approximately 5 acres and enrollment and school facilities would be similar to the Proposed Project. This Alternative would result in the relocation of several residential units.

Compared to the Proposed Project, this alternative is environmentally superior in the areas of air quality and hazards and hazardous materials; and is neither environmentally superior nor inferior in the areas of land use and planning, noise, pedestrian safety, public services, aesthetics, utilities and service systems, and transportation and traffic. This alternative would meet most of LAUSD's objectives for the Proposed Project; however, this alternative would require the acquisition and demolition of a larger number of existing residences and the subsequent relocation of many residents. The Alternate Site Alternative will not meet the LAUSD mandate to avoid the displacement of existing residences and businesses where feasible.

**Environmentally Superior Alternative:** Section 15126.6 of the *CEQA Guidelines* requires that an environmentally superior alternative be identified among the selected alternatives. Of the alternatives analyzed in the EIR, the No Project Alternative would avoid or reduce all of the potential impacts associated with construction and operation of the Proposed Project. However, the No Project Alternative would not meet the objectives of the Proposed Project, as it would not provide essential educational facilities needed to alleviate overcrowding at Alexandria, Frank del Olmo, Cahuenga, and Charles H. Kim Elementary Schools, as well as White House Place Primary Center. *CEQA Guidelines* require that if the No Project Alternative is determined to be the environmentally superior alternative, an environmentally superior alternative must be identified from among the remaining alternatives.<sup>6</sup>

Therefore, the Reduced Project Alternative would be the superior alternative as it would result in the fewest environmental impacts as compared to the Proposed Project, while achieving some of the objectives of the Proposed Project. This alternative would reduce impacts to air quality, hazardous and hazardous materials, noise, pedestrian safety, and transportation and traffic.

## **AREAS OF KNOWN CONTROVERSY**

Section 15123 (b)(2) of the *CEQA Guidelines* requires that an EIR Executive Summary identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. Some issues of concern were expressed during the public review period for the NOP/IS. The following issues of concern were expressed:

- Air quality impacts that may occur from increased traffic and construction activities.
- Noise impacts that may occur from increased traffic and construction activities.
- Safety impacts associated with student pedestrians traveling through an industrial area and near railroad tracks.
- Health impacts to student health due to presence of hazardous materials at the Proposed Project site.
- Land use impacts associated with Proposed Project site selection.
- Public service impacts due to increased demand on police and fire protection services.

## **ISSUES TO BE RESOLVED**

Section 15123 (b)(2) of the *CEQA Guidelines* requires that an EIR Executive Summary identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. The following issues of concern were raised during the public scoping period for the NOP/IS:

- Hazards and Hazardous Materials
- Pedestrian Safety - Drop Off/ Pick up and Parking

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<sup>6</sup> *CEQA Guidelines*, CCR, Title 14, Division 6, Chapter 3 Section 15126.6, 2008.

- Noise
- Air Quality

The issues mentioned above have been incorporated into the environmental analysis of the Proposed Project and were either described in the Initial Study (see Appendix A) or are described in Chapter 3 of this EIR.

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# **CHAPTER 1 - INTRODUCTION**

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## **1.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT**

The Los Angeles Unified School District (LAUSD or District) is proposing to construct an elementary school with approximately 800 two-semester seats for kindergarten through fifth grade. The Proposed Project is known as Central Region Elementary School (CRES) No. 20. All "projects" within the State of California are required to undergo environmental review to determine the environmental impacts associated with implementation of the project in accordance with the California Environmental Quality Act (CEQA).

CEQA was enacted in 1970 by the California Legislature to disclose to decision makers and the public the significant environmental effects of a proposed project and identify possible ways to avoid or minimize significant environmental effects of a project by requiring implementation of mitigation measures or recommending feasible alternatives. CEQA applies to all California governmental agencies at all levels, including local, regional and state, as well as boards, commissions, and special districts (such as LAUSD). LAUSD is the lead agency for the preparation of this Final Environmental Impact Report (Final EIR) in accordance with CEQA. As such, LAUSD is required to conduct an environmental review to analyze the potential environmental effects associated with the Proposed Project.

One of the primary objectives of CEQA is to enhance public participation in the planning process; public involvement is an essential feature of CEQA. Community members are encouraged to participate in the environmental review process, request to be notified, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the agency. The environmental review process provides ample opportunity for the public to participate through scoping, public notice, and public review of CEQA documents, and public hearings (see Exhibit 1-1). Additionally, lead agencies are required to consider comments from the scoping process in the preparation of the Draft EIR and respond to public comments in the Final EIR.

## **1.2 USE OF THE NEW SCHOOL CONSTRUCTION PROGRAM EIR**

In response to State and local legislation, and the need to provide additional school facilities throughout the LAUSD, the Board adopted goals and guidelines that provide a policy framework, which is encompassed in the New School Construction Program (Program). Implementation of the Program is outlined in the LAUSD Facilities Master Plan.

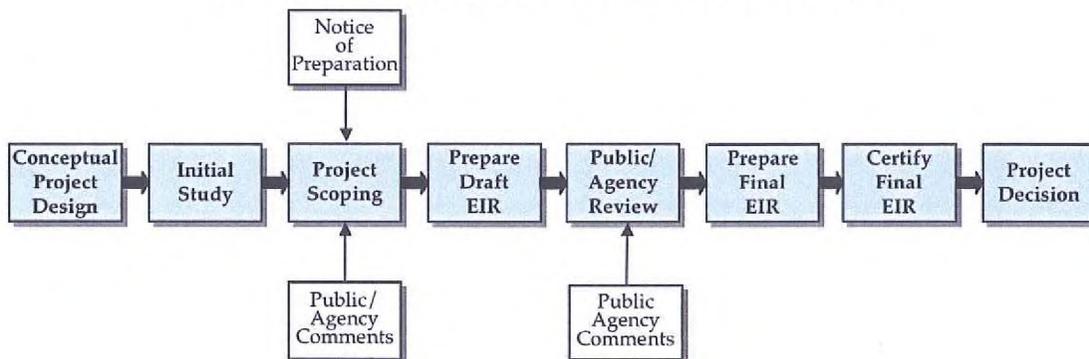
The Program is a multi-phased effort to provide additional classroom seats by constructing new schools and/or expanding existing school campuses pursuant to the

Facilities Master Plan. The Program will ultimately provide approximately 180,000 new classroom seats. The Board has certified a Program EIR (Program EIR) for the Program.

The Program EIR provides environmental review of the Program in accordance with the requirements of CEQA. The Final Program EIR was certified by the Board on June 8, 2004. The Program EIR provides general analysis of program-related impacts with later CEQA documents required for specific individual projects through a process known as "tiering." This document incorporates the Program EIR by reference. This document applies the thresholds of significance recommended in the Program EIR to determine the significance of environmental effects.

The Program EIR also includes standard mitigation measures and related performance standards that the LAUSD will apply to the proposed project where applicable. The Program EIR is available for review at the LAUSD Facilities Services Division website (<http://www.laschools.org/peir/>).

**Exhibit 1-1 – The Environmental Review Process**



### 1.3 SCOPE OF THE EIR

This section provides a summary of the issues addressed in this Final EIR. This Final EIR was prepared following input from the public, responsible agencies, and affected agencies through the EIR scoping process, which included the following:

- In accordance with the State *CEQA Guidelines*, a Notice of Preparation (NOP) and an Initial Study (IS) were prepared and distributed to responsible agencies, affected agencies, and other interested parties.
- The NOP was posted in the County Clerk's office for 30 days from May 22, 2008 to June 23, 2008. The NOP was submitted to the State Clearinghouse to officially solicit participation in determining the scope of the EIR.
- Two public scoping meetings were held. One was held on May 29, 2008 and the other was held on July 8, 2008 at Virgil Middle School, located at 152 North

Vermont Avenue, Los Angeles. Input from the local community regarding the scope of the EIR was gathered and considered. A summary of the comments received during the scoping meeting is provided in Appendix A.

- In accordance with the State *CEQA Guidelines*, a Notice of Availability (NOA) / Notice of Completion (NOC) and the Draft EIR were prepared and distributed to responsible agencies, affected agencies, and other interested parties.
- The NOA/NOC was posted in the County Clerk's office for 45 days from September 19, 2008 to November 3, 2008. The NOA/NOC and Draft EIR were submitted to the State Clearinghouse to officially solicit comments on the Draft EIR.
- A public meeting was held at the Virgil Middle School auditorium at 6:00 p.m. on September 24, 2008 during the 45-day review period of the Draft EIR to officially solicit comments on the Draft EIR.
- Information requested and input provided during an extended 45-day public review period, regarding the contents of the Draft EIR were considered during the preparation of this Final EIR.

The content of the Final EIR was established based on the findings in the IS, the Draft EIR, and public and agency input. Under *CEQA Guidelines*, the analysis in the Final EIR is focused on issues determined in the IS to be potentially significant, whereas issues found in the IS to have less than significant impacts or no impact, do not require further evaluation. Therefore, based on the analysis contained in the IS, the following issue areas were determined to have less than significant impacts or no impacts with respect to implementation of the Proposed Project and would not require further evaluation in the Final EIR:

- Aesthetics
- Agricultural Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Recreation and Parks
- Utilities and Service Systems

This Final EIR analyzes the following environmental issues which the IS found to be potentially significant:

- Air Quality
- Hazards and Hazardous Materials

- Land Use and Planning
- Noise
- Pedestrian Safety
- Public Services
- Transportation and Traffic

Mitigation measures to reduce impacts to a less than significant level are proposed whenever feasible. In addition to the environmental issues identified above, this Final EIR also includes all of the sections required by the *CEQA Guidelines*. Table 1-1 contains a list of sections required under *CEQA Guidelines*, along with a reference to the chapter where these items can be found.

**Table 1-1  
Required EIR Contents**

<b>Section Title</b>	<b>Location</b>
Table of contents (Section 15122)	Table of Contents
Summary (Section 15123)	Executive Summary
Introduction (Section 15122)	Chapter 1
Project description (Section 15124) and environmental setting	Chapter 2
Significant environmental impacts (Section 15126.2)	Chapter 3A–3G
Unavoidable significant environmental impacts (Section 15126.2)	Chapter 5
Mitigation measures (Section 15126.4)	Chapter 3A–3G
Cumulative impacts (Section 15130)	Chapter 3A–3G
Alternatives to the Proposed Project (Section 15126.6)	Chapter 4
Growth-inducing impacts (Section 15126.2)	Chapter 5
Effects found not to be significant (Section 15128)	Chapter 5
Response to Comments (Section 15132)	Chapter 8
References (Section 15129)	Chapter 12
Report Preparation (Section 15129)	Chapter 13

## 1.4 FINAL EIR ORGANIZATION

The Final EIR is organized into the following chapters so the reader can easily obtain information about the Proposed Project and related environmental issues:

- **Executive Summary**—Presents a summary of the Proposed Project and alternatives, potential impacts and mitigation measures, and impact conclusions regarding growth inducement and cumulative impacts.
- **Chapter 1: Introduction**—Describes the purpose and use of the Final EIR, provides a brief overview of the Proposed Project, and outlines the organization of the Final EIR.
- **Chapter 2: Project Description and Environmental Setting**—Describes the project location, project details, baseline environmental setting and existing physical conditions and the LAUSD’s overall objectives for the Proposed Project.
- **Chapter 3: Environmental Analysis**—Describes the existing conditions, or setting, before project implementation; methods and assumptions used in impact

analysis; thresholds of significance; impacts that would result from the Proposed Project; and applicable mitigation measures that would eliminate or reduce significant impacts for each environmental issue.

- **Chapter 4: Alternatives Analysis**—Evaluates the environmental effects of project alternatives, including the No Project Alternative and Environmentally Superior Project Alternative.
- **Chapter 5: Other CEQA Considerations**—Includes a discussion of issues required by CEQA that are not covered in other chapters. This includes unavoidable adverse impacts, impacts found not to be significant, irreversible environmental changes, and growth inducing impacts.
- **Chapter 6: Final EIR Introduction**—Describes the purpose and use of the Final EIR and provides an overview of the environmental review process for the Proposed Project.
- **Chapter 7: Community Outreach and Public Review Process**—Provides a description of the Community Outreach and public review process for preparing and receiving comments on the Draft EIR.
- **Chapter 8: Response to Comments**—Includes the LAUSD responses to all written comments received by agencies, private organizations, and the public, as well as verbal comments taken at a public meeting held for the Draft EIR.
- **Chapter 9: Changes to Draft EIR**—Clarifications and revisions to the Draft EIR with changes shown in ~~strikethrough~~ for deletions and ***bold italics*** for additions.
- **Chapter 10: Mitigation Monitoring and Reporting Program**—Includes the Mitigation Monitoring and Reporting Program, which details the mitigation that has been made a condition of project approval in order to mitigate or avoid significant effects on the environment. It also includes the phase during which the mitigation and the monitoring will be implemented and the agency responsible for enforcing the measure.
- **Chapter 11: Acronyms/Abbreviations**—Presents a list of the acronyms and abbreviations.
- **Chapter 12: References**—Identifies the documents and individuals consulted in preparing the Final EIR.
- **Chapter 13: Report Preparation**—Lists the individuals involved in preparing the Draft EIR and organizations and persons consulted.
- **Appendices**—Present data supporting the analysis or contents of this Draft EIR. The Appendices include the following:
  - Appendix A: Notice of Preparation, Initial Study, and Comments
  - Appendix B: Air Quality Analysis
  - Appendix C: Noise Analysis Traffic/Pedestrian Safety Technical Memorandum
  - Appendix D: Traffic/Pedestrian Safety Report
  - Appendix E: Health Risk Assessment (HRA) [text only]
  - Appendix F: Pipeline Safety Hazard Assessment (PSHA)
  - Appendix G: Draft EIR Public Agencies Distribution List

Additional documents referenced in this EIR that are not included in the appendices are available at LAUSD's Office of Environmental Health and Safety located at 1055 West 7th Street, 9th Floor, Los Angeles.

## **1.5 AVAILABILITY OF THE EIR**

The Draft EIR for the CRES No. 20 project was distributed directly to numerous agencies, organizations, and interested groups and persons for comment during the formal review period. The Draft EIR was available for review at the following locations:

- LAUSD Office of Environmental Health and Safety, 1055 West 7th Street, 9th Floor, Los Angeles
- LAUSD Local District 4 Office, 4201 Wilshire Boulevard, Los Angeles
- Alexandria Elementary School, 4211 Oakwood Avenue, Los Angeles
- Frank del Olmo Elementary School, 100 North New Hampshire Avenue, Los Angeles
- Cahuenga Elementary School, 220 South Hobart Boulevard, Los Angeles
- Charles H. Kim Elementary School, 225 South Oxford Avenue, Los Angeles
- White House Place Primary Center, 108 South Bimini Place, Los Angeles
- Virgil Middle School, 152 North Vermont Avenue, Los Angeles
- Felipe de Neve Library, 2820 West 6th Street, Los Angeles

In addition, the Draft EIR was available online at the LAUSD Facilities Services Division website ([www.laschools.org/find-a-school](http://www.laschools.org/find-a-school)).

The Final EIR will be available at these same locations.

# CHAPTER 2 - PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING

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## 2.1 NEW SCHOOL CONSTRUCTION BACKGROUND

LAUSD is faced with a critical need to provide new school facilities throughout the District to accommodate students in all grade levels. There are more than 634,000 (K-12) students enrolled within LAUSD.<sup>7</sup> In its long-range projections for new school facilities, the Program is expected to deliver approximately 165,000 classroom seats by the end of year 2012.<sup>8</sup>

With the passage of local Measures K, R, and Y, and Propositions 47, 55, and 1D State Bond measures, funding was provided for the implementation of Phase II, III, and IV of the New School Construction Program (Program).<sup>9,10,11,12</sup> The Proposed Project is part of Phase IV. The goals of the Phase IV Program are to:<sup>13</sup>

- Eliminate involuntary busing;
- Eliminate Concept 6 elementary schools while maintaining two-semester elementary schools on their current calendars;
- Return all schools to a traditional, single-track, two-semester calendar; and
- Implement full day kindergarten LAUSD-wide.

### Project Objectives

For the purpose of facilities planning, LAUSD is divided into three planning regions, each containing two or more local Districts, encompassing all eight of LAUSD's Local Districts. The project site is located in the Central Planning Region, in Local District 4.

The LAUSD Strategic Execution Plan outlines objectives, which provide goals for the New School Construction Program.<sup>14</sup> On April 22, 2008, the Board approved the Proposed Project site as the "Preferred Site" to commence feasibility studies. As part of Phase IV of the Program, implementation of the Proposed Project is intended to fulfill the following project specific objectives:

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<sup>7</sup> LAUSD, website <http://www.lausd.k12.ca.us/>, September, 2008.  
<sup>8</sup> LAUSD, Facilities Services Division - New Construction. Strategic Execution Plan, January, 2008 <<http://www.laschools.org/sep/>>.  
<sup>9</sup> LAUSD, Measure K Early Education Program Expansion Act, 2003.  
<sup>10</sup> LAUSD, Safe and Healthy Neighborhood Schools Act (Measure R), enacted November 5, 2003, 2004.  
<sup>11</sup> California Secretary of State, Proposition 47, Kindergarten-University Public Education Facility Bonds Act, 2003.  
<sup>12</sup> California Secretary of State, Proposition 55, Kindergarten-University Public Education Bonds Act, 2004.  
<sup>13</sup> LAUSD, Facilities Services Division - New Construction, Strategic Execution Plan, January, 2008 <<http://www.laschools.org/sep/>>.  
<sup>14</sup> LAUSD, Strategic Execution Plan, January 2008.

- Relieve overcrowding at Alexandria, Frank del Olmo, Cahuenga, and Charles H. Kim Elementary Schools, as well as White House Place Primary Center;
- Provide a neighborhood school on a traditional single-track, two-semester calendar;
- Eliminate involuntary busing as soon as possible;
- Reduce reliance on portable classrooms as soon as possible;
- Create a school that is a center of community engagement both during and outside of normal operating hours;
- Maintain traditional classroom instruction hours for elementary school students of approximately 8:00 a.m. to 3:00 p.m.;
- Build and maintain a school that reflects the wise and efficient use of limited land and public resources;
- Avoid the displacement of existing residences and businesses where feasible; and
- Provide multipurpose fields for students and community use outside normal school operating hours (including evenings and weekends).

## **2.2 PROJECT LOCATION AND SITE CHARACTERISTICS**

### **Location**

The project site is situated approximately 0.27 mile south of Highway 101. The Proposed Project site is comprised of three non-contiguous areas in the Wilshire Community Plan Area, in the City of Los Angeles. For the purposes of this report, the three areas of the project site are referred to as the southern, central, and northern areas.

The southern area is bound by 1st Street to the north, White House Place to the south, Bimini Place to the west, and residential land uses and a church to the east, beyond which is Madison Avenue.

The central area is bound by Council Street to the north, 1st Street to the south, Westmoreland Avenue to the east, and the remainder of the Virgil Middle School campus to the west.

The northern area occupies approximately 3.2 acres, and is comprised of a combination of parcels to be acquired and parcels originally acquired for Central Region Belmont Elementary School No. 2 that was not built, which are currently used for Virgil Middle School parking. The northern area is bound by Madison Avenue to the east, Juanita Avenue to the west, Council Street to the south, and existing commercial/manufacturing uses to the north, beyond which is Beverly Boulevard. Council Street will be vacated between Juanita and Madison Avenues and would become part of the site.

Exhibit ES-1 (Regional Location Map) and Exhibit ES-2 (Project Location Map) illustrate the location of the Proposed Project site.

## Existing Land Uses

The Proposed Project site encompasses 16 parcels on a total of approximately 8.13 acres on three non-contiguous areas. The southern area is approximately 1.72 acres and consists of the White House Place Primary Center. The central area is approximately 3.18 acres and is currently occupied by Virgil Middle School playfields at the western boundary of the Virgil Middle School campus. The northern area is approximately 3.2 acres and is currently used for parking facilities and five commercial/manufacturing parcels that would be acquired by LAUSD. Uses on the parcels to be acquired consist of a tow truck yard, auto repair shop and produce warehouse. Council Street will be vacated between Juanita and Madison Avenues.

## Surrounding Land Uses

Land uses surrounding the southern area include:

- Virgil Middle School to the north across 1<sup>st</sup> Street;
- Residential uses to the south across White House Place Primary Center;
- Residential and commercial uses and a church to the east, beyond which is Madison Avenue; and
- Commercial and residential uses to the west across Bimini Place.

Land uses surrounding the central area include:

- Commercial uses to the north across Council Street;
- Churches, commercial, and residential uses to the south across 1<sup>st</sup> Street;
- Multi-family residential uses to the east across Westmoreland Avenue; and
- Virgil Middle School adjacent to the west.

Land uses surrounding the northern area include:

- Commercial uses to the north, beyond which is Beverly Boulevard;
- Virgil Middle School to the south across Council Street;
- Commercial/manufacturing to the east across Madison Avenue; and
- Commercial uses to the west across Juanita Avenue.<sup>15</sup>

## General Plan Designation and Zoning

The entire project site is located in the Wilshire Community Plan Area and the Vermont/Western Transit Oriented District Specific Plan which is also referred to as the Station Neighborhood Area Plan (SNAP).

The southern area, comprised of the White House Place Primary Center, is designated General Commercial by the City of Los Angeles' General Plan Land Use Map and Community Facilities and Mixed Use Boulevards by the SNAP. The southern area is zoned C2-1 (Commercial).

<sup>15</sup> Chambers Group, Inc. Site Visit. July 8, 2008.

The central area, which encompasses the Virgil MS, is designated as Public Facilities by the City of Los Angeles' General Plan Land Use Map and Community Facilities and Mixed Use Boulevards by the SNAP. The central area is zoned PF-1XL (Public Facilities).<sup>16</sup>

The northern area, including the parcels originally acquired for Central Region Belmont Elementary School No. 2 and the parcels to be acquired, are designated Limited Manufacturing by the City of Los Angeles' General Plan Land Use Map and Industrial/Commercial by the SNAP. The northern area is zoned M1-1 (Limited Industrial).<sup>17</sup>

The California Government Code grants California school district governing boards the authority to render general plan requirements and zoning ordinances inapplicable to carry out projects related to the provision of classroom facilities. Under state law, the fact that a proposed school project is inconsistent with the limitations of a zoning ordinance would not prevent a school district from proceeding with that project. On May 27, 2008, the Board adopted a resolution on the basis of Government Code Section 53094, exempting the requirement for LAUSD to comply with zoning for the Proposed Project site.<sup>18</sup> The Board provided proper notice to the City of Los Angeles in compliance with Government Code Section 53094.<sup>19</sup>

## 2.3 PROJECT DESCRIPTION

### Project Components

The Proposed Project includes:

- The demolition of the White House Place Primary Center and construction of a surface parking lot for faculty and staff (Exhibit ES-3c);
- The planning and development of the CRES No. 20 on the site of the existing Virgil Middle School playfields (Exhibit ES-3a); and
- The construction of replacement playfields on a combination of LAUSD-owned land, a portion of vacated Council Street and land to be acquired to the north of the Virgil Middle School (Exhibit ES-3b).

### Proposed Facilities

On the southern area, the White House Place Primary Center would be demolished and replaced with the surface parking lot with 137 spaces. These 137 spaces are to be shared by Virgil Middle School and CRES No. 20 faculty and staff with 65 spaces

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<sup>16</sup> City of Los Angeles' Zoning Information Map Access System (ZIMAS) website available at: <http://zimas.lacity.org/>.

<sup>17</sup> Ibid.

<sup>18</sup> LAUSD Board of Education. Resolution by the Los Angeles Unified School District Rendering Specified City and County Zoning Ordinances Inapplicable to the District's Acquisition and Use of Property for Designated Schools Pursuant to Government Code Section 53094 and Making Findings of Fact Related Thereto, Adopted May 27, 2008. Reference Board of Education Report No. 411-07/08.

<sup>19</sup> Letter sent to Ms. Gail Goldberg, Director of Planning, City of Los Angeles Planning Commission, dated May 30, 2008, receipt returned June 4, 2008.

dedicated to Virgil Middle School and 72 spaces dedicated to CRES No. 20. The parking area would include exterior safety lighting.

On the central area, the proposed school would be constructed consisting of two two-story buildings (approximately 34 feet in height), encompassing approximately 62,000 square feet on approximately 3.2 acres, including 1.7 acres of playground area. Classroom buildings, a multipurpose room, and the administration area would be located primarily along the western block of Westmoreland Avenue and the southern block of Council Street. An additional four surface parking spaces would be provided on the CRES No. 20 campus. The entrance to the proposed school will be from Council Street. Playfields would be located on the western portion of the site adjacent to Virgil Middle School.

On the northern area, the replacement playfields will be constructed. The outdoor physical education area would include a multipurpose field and basketball and volleyball courts. There will be no bleachers constructed for the replacement playfields; however, nighttime field lighting may be included.

## **Proposed Programs**

### **Traditional School**

The Proposed Project would provide approximately 800 two-semester seats for kindergarten through fifth grade and would operate on a traditional 180-day, single-track calendar. The new school facility would operate with approximately 62 faculty and staff. School hours would generally be from 8:00 a.m. to 3:00 p.m., with staff and students arriving on campus between approximately 7:00 a.m. and 8:00 a.m. and leaving between approximately 3:00 p.m. and 5:00 p.m.

### **Summer School**

The Proposed Project may also include summer school sessions, which typically begin in early-July and end in mid-August and run from approximately 8:00 a.m. to 12:30 p.m. The number of students, faculty, and staff participating in the summer sessions would vary from year to year, depending on student need and available capacity.

### **School-Related Events**

The Proposed Project may have after-school programs for the students, such as special-interest clubs and extracurricular activities. Additionally, the Proposed Project may have occasional nighttime events during the school year; some of these events would be campus-wide such as sport games, school plays, and open house, while others would be grade-specific, such as commencement.

### **Community Use**

According to California Education Code 38131(b) *Civic Center Act*, when facilities within the LAUSD are not scheduled for LAUSD related events, the public can utilize these facilities as Civic Centers.<sup>20</sup> For example, non-profit community organizations and

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<sup>20</sup> California Education Code Section 38130 et seq.

members of the public are permitted to use school facilities for supervised recreational activities, meetings, and public discussions. Operation of the school facilities for community use may occur outside normal school operating hours, generally between 3:00 p.m. and 10:00 p.m. during the weekdays and all day on the weekends. Community uses may vary, depending on the community's needs and applications for permits. Parking for Civic Center uses may be provided in the school's parking lot, as available.

### **Access and Parking**

The student drop-off/pick-up, bus loading zone, and pedestrian access (entrance) for the proposed school would be located along Council Street. Pedestrians would also be able to access the campus via Westmoreland Avenue. Separate bus loading and unloading and drop-off/pick-up zones will be designated along Council Street. The White House Place Primary Center would be demolished for a shared 137-space parking lot for faculty and staff at Virgil Middle School and CRES No. 20, with 65 spaces to be dedicated to Virgil Middle School and 72 spaces for CRES No. 20. An additional four surface parking spaces would be provided at CRES No. 20. The existing Virgil Middle School drop-off, located on Vermont Avenue, will remain unchanged.

## **2.4 CONSTRUCTION SCHEDULE**

The Proposed Project will be constructed in three phases.

- Phase I: Construction of the parking lot will take place from the third quarter of 2009 to the first quarter of 2010. White House Place Primary Center will be closed and its students assigned to neighboring schools before construction commences.
- Phase II: Construction of the replacement playfields would occur during the second quarter of 2010 to fourth quarter of 2010. This will include the abatement and demolition of the buildings and construction of the replacement playfields.
- Phase III: Construction of the CRES No. 20 would occur from the third quarter of 2010 to the second quarter of 2012. School occupancy is scheduled for the third quarter of 2012.

Prior to the commencement of construction, as each property on the Proposed Project site is acquired and the occupants vacated, existing building materials would be tested for asbestos containing material (ACM) and lead-based paint (LBP), in order to determine the need for special disposal requirements. If ACM or LBP is found, materials would be abated in accordance with Rule 1403 of the South Coast Air Quality Management District (SCAQMD).<sup>21</sup> Uncontaminated materials would be recycled, to the extent feasible, and remaining debris disposed of at an approved landfill. The construction site and staging areas would be clearly marked and barriers would be installed to prevent disturbance. Following testing and abatement activities (where required), existing structures would be demolished to accommodate construction for each of the three Phases. Demolition activities are expected to take approximately six to nine months for the replacement playfield. Soil remediation, if necessary, would be

<sup>21</sup> South Coast Air Quality Management District, 2007.

completed during and after this period, in accordance with the California Education Code and under oversight of the State of California Department of Toxic Substances Control (DTSC).

Construction for each Phase would include grading and compaction of the site followed by any necessary trenching (e.g., utility hookups to buildings). For Phase III, the foundations, buildings, and utilities would then be constructed. Areas surrounding the new buildings will be covered with concrete and asphalt and new curb cuts and driveways would be added. New sidewalks would be constructed along the perimeter of the Proposed Project site. Finally, landscaping, site fencing, and any finishing work would be completed.

## **2.5 PROJECT DESIGN FEATURES**

### **Collaborative for High Performance Schools (CHPS) Criteria**

LAUSD is the first school district in the United States to adopt and implement the Collaborative for High Performance Schools (CHPS) Criteria.<sup>22</sup> The Board adopted a Resolution on High Performance School Facilities requiring Phase II and future phase schools to be certified according to CHPS.<sup>23</sup> These measures are considered beneficial to improving environmental quality by preventing or mitigating impacts. LAUSD has incorporated these into the project design and operation of the Program's projects, in accordance with federal, state, and local regulations, as well as standard LAUSD practices. These measures were assumed to be part of the LAUSD's projects, as they may apply to specific projects and are not included as mitigation measures.

The Proposed Project would include a minimum of 32 CHPS criteria points, the minimum required to be considered as a certified CHPS school. CHPS recommends flexible standards to promote energy efficiency, water efficiency, site planning, materials, and indoor environmental quality. Certain CHPS points are mandatory and are identified below.

### **LAUSD Design Standards and Best Management Practices**

Some of the following design standards are included as part of the New School Construction Program Design Best Management Practices (BMPs), as they may be applied to the Proposed Project.

**Noise/Acoustics:** Classrooms will be designed to achieve an acoustical performance of 45 dBA Leq background noise level (unoccupied) or better. Where excessive noise from operation of the new or expanded school site could disturb adjacent residential uses, the Proposed Project may incorporate buffers, such as masonry walls, between outdoor areas and adjacent residential uses.

<sup>22</sup> CHPS, 2001. High Performance Schools Best Practices Manual, Volume III Criteria, November 1. Accessed from website: [www.CHPS.net/manual/documents/2002 updates/CHPSvIII.pdf](http://www.CHPS.net/manual/documents/2002%20updates/CHPSvIII.pdf).

<sup>23</sup> LAUSD, Los Angeles City Board of Education Resolution, Sustainability and the Design and Construction of High Performance Schools, October 28, 2003.

**Geological Hazards:** A Seismic Hazard Evaluation will be completed for each new school construction project, where appropriate, to satisfy state requirements.<sup>24, 25, 26</sup>

**Light and Glare:** All "luminaries" or lighting sources in connection with school construction projects will be installed in such a manner as to minimize glare for pedestrians and drivers, and to minimize light spilling onto adjacent properties.

**Water Supply:** LAUSD will require its construction contractor to coordinate with Los Angeles Department of Water and Power (DWP) prior to the relocation or upgrade of any water facilities to reduce the potential for disruptions in service. With respect to outdoor systems, CHPS requires that the landscape and ornamental water use budget conform to applicable local water efficient landscape ordinances. If no local ordinance is applicable, then the water use budget must conform to the landscape and ornamental water use budget outlined by the California Department of Water Resources.

**Reuse of Historical Resources:** Where feasible, LAUSD shall require its construction contractor to re-use rather than destroy historical resources, as applicable and identified in the project-specific Historic Resources Survey. LAUSD shall require its construction contractor to take the following steps when dealing with historical resources:

- Retain and preserve the historic character of a building, structure, or site where feasible;
- Treat distinctive architectural features or examples of skilled craftsmanship that characterize a building with sensitivity where feasible;
- Conceal reinforcement required for structural stability or the installation of life safety or mechanical systems wherever feasible; and
- Undertake surface cleaning of historic structures with the gentlest means possible. Avoid sandblasting and chemical treatments.

**Fire Protection:** LAUSD will reduce impacts to fire protection services in connection with new construction projects, by:

- having local fire jurisdictions review and approve site plans prior to the State Fire Marshal's final approval; and
- providing a full site plan for the local review, including the location of all buildings (both existing and proposed), fences, drive gates, retaining walls, and other construction affecting Fire Department access, with unobstructed fire lanes for access indicated.

**Energy Efficiency:** CHPS requires new school designs to exceed the California energy efficiency standards by 10 percent, or the following prescriptive package energy conservation measures must be included in the design:

- energy efficient lighting with occupancy controls; and

<sup>24</sup> CCR, Title 24, 2006.

<sup>25</sup> California Geological Survey, Division of Mines and Geology (CDMG), Guidelines for Evaluating and Mitigating Seismic Hazards in California, State Mining and Geology Board Special Publication 117.

<sup>26</sup> California Geological Survey, CDMG, California Geological Survey Checklist for the Review of Geological/Seismic Reports for California Public Schools, Hospitals, and Essential Services Buildings.

- economizers on package equipment.<sup>27</sup>

**Waste Reduction and Efficient Material Use:** CHPS requires projects to meet local ordinance requirements for recycling space and provide an easily accessible area serving the entire school that is dedicated to the separation, collection, and storage of materials for recycling including at a minimum, paper (white ledger, mixed, and cardboard), glass, plastics, and metals.

**Indoor Air Quality:** CHPS requires projects to meet the performance requirements of the California Occupational Safety and Health Administration (Cal/OSHA) Minimum Ventilation Standard, which requires the design of building ventilation systems to: a) ensure that the continuous delivery of outside air is no less than the governing design standard; and b) occur at all times while rooms are occupied. The design must ensure that the supply operates in continuous mode and is not readily defeated (i.e., blocked registers or windows) during occupancy periods.

**Thermal Comfort:** CHPS requires projects to comply with the American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHRAE) standards for thermal comfort, including humidity control within established ranges per climate zone.<sup>28</sup> Indoor design temperature and humidity conditions for general comfort applications will be determined in accordance with appropriate American National Standards Institute (ANSI) or ASHRAE standards.<sup>29,30</sup>

## LAUSD Construction Management Practices

LAUSD shall require its construction contractor to comply with all the applicable rules and regulations in carrying out construction of the Proposed Project. The Proposed Project would also comply with LAUSD Construction Best Management Practices, (BMPs) which are established and refined as part of LAUSD's current building efforts. These BMPs are denoted as follows:

**Construction Management Practices:** LAUSD will require its construction contractor to comply with all the applicable rules and regulations in carrying out construction of the Proposed Project. The Proposed Project would also comply with LAUSD Construction BMPs, which have been established as part of the Program EIR, and are refined as part of LAUSD's ongoing Program-wide construction efforts.

**Water Quality and Hydrology:** LAUSD's construction contractor will obtain a National Pollutant Discharge Elimination System (NPDES) permit from the Los Angeles Regional Water Quality Control Board (LARWQCB) with requirements for discharge, BMPs and the Storm Water Pollution Prevention Program (SWPPP). LAUSD's construction contractor will properly discharge any water accumulation within the excavation pit in accordance with BMPs and a dewatering plan that must be developed and approved prior to construction as part of the NPDES General Construction Storm Water Permit.

<sup>27</sup> CCR, Title 24, Section 2001, California Energy Efficiency Standards, 2006.

<sup>28</sup> ASHRAE, Standard 55-1992, Addenda 1995.

<sup>29</sup> ANSI Standards /ASHRAE 55-1992.

<sup>30</sup> ASHRAE 55-1992 or Chapter 8 of the ASHRAE Handbook, Fundamentals Volume, 1993.

**Construction Traffic:** LAUSD will require its contractors to submit a construction worksite traffic control plan to Los Angeles Department of Traffic (LADOT) for review prior to construction. The plan will show the location of haul routes, construction hours, protective devices, warning signs, and access to abutting properties.

**Construction Air Emissions:** LAUSD will require its construction contractor to comply with all applicable SCAQMD rules and regulations (including Rule 403) in carrying out its program. In particular to reduce the potential for the creation of significant emissions during the construction phase of the Proposed Project, LAUSD or its construction contractor will:

- maintain slow speeds with all vehicles;
- load impacted soil directly into transportation trucks to minimize soil handling;
- during dumping, minimize soil drop height into transportation trucks or stockpiles;
- during transport, cover or enclose trucks transporting soils, increase freeboard requirements, and repair trucks exhibiting spillage due to leaks; and
- place stockpiled soil in areas shielded from prevailing winds.

**Construction Noise:** LAUSD will require its construction contractor to keep properly functioning mufflers on all internal combustion and vehicle engines used in construction. LAUSD will require its construction contractor to provide advance notice of the start of construction to all noise sensitive receptors, businesses, and residences adjacent to the project area and include specifically where and when construction activities will occur and provide contact information for filing noise complaints. During construction activities, the construction contractor will, to the extent feasible, locate portable equipment and will store and maintain equipment away from the adjacent residents. LAUSD will require its construction contractor to comply with all applicable noise ordinances of the affected jurisdiction.

**Hazardous Materials:** LAUSD will require its construction contractor to assess and remediate hazardous materials at the Proposed Project site under supervision of the DTSC. LAUSD will require its construction contractor to comply with SCAQMD Rule 1166 (Volatile Organic Compounds Emissions from Decontamination of Soil) for the removal of VOC contaminated soils and will comply with the DTSC *Interim Guidance for Evaluating Lead Based-Based Paint and Asbestos-Containing Materials at Proposed School Sites* and SCAQMD Rule 1403 (Asbestos Removal) for removal of asbestos-containing material (ACM) and lead-based paint (LBP) materials prior to demolition.

**Sewer Services:** LAUSD or its construction contractor will coordinate with the Bureau of Sanitation or other appropriate jurisdictions and departments prior to the relocation or upgrade of any sewer facilities to reduce the potential for disruptions in service.

**Waste Management:** To ensure optimal diversion of solid resources generated by a project, LAUSD will require its contractors to reuse, recycle, salvage, or dispose of non-hazardous waste materials generated, when feasible, during demolition and/or new construction to foster material recovery and reuse, and to minimize disposal in landfills.

**Relocation Assistance Program:** LAUSD will provide relocation assistance to eligible residences and businesses in accordance with its Relocation Assistance Advisory Program and Commercial Assistance Advisory Program. LAUSD will comply with all items identified in Paragraph 6040 of Title 25 of the California Code of Regulations.

## **2.6 REQUIRED PERMITS AND APPROVALS**

As required by the *CEQA Guidelines*, this section provides, to the extent the information is known to LAUSD, the CEQA Lead Agency, a list of the agencies that are expected to use this EIR in their decision-making and a list of permits and other approvals required to implement the project.<sup>31</sup>

### **Lead Agency Approval**

The Final EIR must be certified by the Board as to its adequacy in complying with the requirements of CEQA before taking any action on the Proposed Project. The Board will consider the information contained in the EIR in making a decision to approve or deny the Proposed Project. The analysis in the EIR is intended to provide environmental review for the whole of the Proposed Project, including the project planning, site acquisition, demolition of existing structures, site clearance, and excavation of the site, construction of school buildings and appurtenant facilities, and ongoing operation of the school and associated school programs in accordance with CEQA requirements.

### **Required Permits and Approvals**

A Responsible Agency is a public agency, other than the lead agency, that has discretionary approval power over a project.<sup>32</sup> The Responsible Agencies, and their corresponding approvals, for this project include the following:

#### **State of California**

- California Department of Education, School Facilities Planning Division (Approval of Final Site and Final Plans)
- California Environmental Protection Agency, Department of Toxic Substances Control (Determination of No Further Action)
- California State Allocation Board (Approval of Funding)
- Department of General Services
  - Division of the State Architect (Approval of Construction Drawings)
  - Office of Public School Construction (Approval of Funding)

#### **City of Los Angeles**

- Bureau of Engineering (Approval of B-Permit Plans and Work)
- Fire Department (Approval of Site plan for Emergency Access)

<sup>31</sup> *CEQA Guidelines*. CCR Title 14, Division 6, Chapter 3, Section 15000 et al., 2007.

<sup>32</sup> *Ibid*, Section 15381.

### **Regional Agencies**

- Los Angeles Regional Water Quality Control Board (NPDES permit; issuance of waste discharge requirement; construction storm water run-off permits)

### **Reviewing Agencies**

Reviewing Agencies include those agencies that do not have discretionary powers, but that may review the IS for adequacy and accuracy. Potential Reviewing Agencies include the following:

#### **State of California**

- Office of Historic Preservation
- Department of Transportation (Caltrans)
- Resources Agency
- Department of Conservation, Division of Oil, Gas and Geothermal Resources
- Department of Fish and Game
- Native American Heritage Commission
- State Lands Commission
- Highway Patrol
- State Parks
- Public Utilities Commission

#### **Regional Agencies**

- Los Angeles County Department of Regional Planning
- Los Angeles County Metropolitan Transportation Authority
- Southern California Association of Governments
- South Coast Air Quality Management District

#### **City of Los Angeles**

- Police Department
- City Council
- Planning Department
- Parks and Recreation Department
- Department of Transportation

## **2.7 CUMULATIVE IMPACT SCENARIO**

Cumulative impacts refer to the combined effect of Proposed Project impacts with the impacts of other past, present, and reasonably foreseeable future projects. Both CEQA and the *CEQA Guidelines* require that cumulative impacts be analyzed in an EIR. As set forth in the *CEQA Guidelines*, the discussion of cumulative impacts must reflect the severity of the impacts, as well as the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone.<sup>33</sup> As stated in CEQA, "a project may have a significant

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<sup>33</sup> *CEQA Guidelines*, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, §15130(b), 2004.

effect on the environment if the possible effects of a project are individually limited but cumulatively considerable.”<sup>34</sup>

According to the *CEQA Guidelines*:

“Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable and which compound or increase other environmental impacts.

- The individual effects may be changes resulting from a single project or a number of separate projects.
- The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the Proposed Project when added to other closely related past, present, and reasonable foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.”<sup>35</sup>

In addition, as stated in the *CEQA Guidelines*, it should be noted that:

“The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the Proposed Project’s incremental effects are cumulatively considerable.”<sup>36</sup>

Cumulative impact discussions for each issue area are provided in the technical analyses contained within Chapter 3 (Environmental Analysis).

As previously stated, and as set forth in the *CEQA Guidelines*, related projects consist of, “closely related past, present, and reasonable foreseeable probable future projects that would likely result in similar impacts and are located in the same geographic area.”<sup>37</sup> An area of influence, defined by an approximate 1.5-mile radius from the Project site, was utilized in order to capture specific locations of other approved and pending projects. Thirty-one area projects were identified within the analyzed radius from the LADOT Development Review database. The locations of the area projects are provided in Table 2-1, List of Future Area Projects.

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<sup>34</sup> CEQA, Public Resources Code, Title 14, §21083(b), 2005.

<sup>35</sup> *CEQA Guidelines*, CCR, Title 14, Division 6, Chapter 3, §15355, 2004.

<sup>36</sup> *Ibid*, §15064(h)(4).

<sup>37</sup> *Ibid*, §15355.

**Table 2-1  
List of Future Area Projects**

Map #	Location	Land Use	Intensity	Units	Daily Total	AM Peak		
						Total	In	Out
1	2515 Olympic Bl	Auto Sales	25.9	ksf	832	48	36	12
2	648 S Vermont Av	Apartments	444	du	560	45	27	18
		Retails	30.6	ksf				
3	W 6th Street	Middle School	789	student	0	103	57	46
4	648 Western Ave	Retails	49.9	ksf	1,700	45	27	18
		Apartments	240	du				
5	2323 Olympics Bl	Condos	87	du	2,304	79	48	31
		Retails	70.2	ksf				
6	922 Western Ave	Apartments	63	du	735	29	18	11
		Retails	13.5	ksf				
7	600 Hobart Bl	Condos	70	du	777	40	24	16
		Retails	8.6	ksf				
8	3800 Wilshire Bl	Apartments	91	du	612	46	9	37
9	238 Manhattan Pl	Elementary School Expansion	100	student	799	82	45	37
10	2100 W 3rd St	Medical Office	24	ksf	870	60	47	13
11	981 S Arapahoe St	Condos	60	du	572	29	18	11
		Retails	6	ksf				
12	Alvarado St	LAUSD CRES#14	875	student	910	277	152	125
13	3670 W Wilshire Bl	Condos	378	du	2,480	197	120	77
		Retails	8	ksf				
14	450 S Western Ave	Mixed Use	130.5	ksf	3,048	53	32	21
15	2525 W Wilshire Bl	Condos	118	du	785	57	35	22
		Retails	3	ksf				
16	3033 W Wilshire Bl	Condos	190	du	1,351	90	55	35
		Retails	5.54	ksf				
17	3154 W Wilshire Bl	Condos	464	du	558	110	67	43
		Retails	25	ksf				
18	844 S Fedora Ave	Condos	38	du	102	8	1	7
19	694 S Hobart Bl	Condos	242	du	2,043	67	41	26
		Health Club	27.5	ksf				
		Restaurant	26.6	ksf				
		High Turnover Restaurant	4.2	ksf				
		Night Club	9.7	ksf				
		Office	13.6	ksf				
20	100 N Western Ave	Shopping Center	40.8	ksf	3,592	154	94	60
		Supermarket	48	ksf				
		Apartments	187	du				
21	3324 Wilshire Bl	Condos	108	du	781	52	32	20
		Retails	3.45	ksf				
22	2789 W Olympics Bl	Medical Office	46.77	ksf	1,936	122	74	48
		Retail	5.57	ksf				

Map #	Location	Land Use	Intensity	Units	Daily Total	AM Peak		
						Total	In	Out
23	5245 Santa Monica Bl	Apartments	68	du	2,526	66	40	26
		Retails	51.7	ksf				
24	2950 W 6th St	Hotel	80	room	2,628	163	99	64
		Condo Hotel	112	du				
		Condos	165	du				
		Retails	7.5	ksf				
		Restaurant	13	ksf				
25	1901 W 7th St	Ph.1 - Apartments	90	du	1,504	90	55	35
		Ph.1 - Retails	15.5	ksf				
		Ph.2 - Apartments	82	du				
		Ph.2 - Retails	17.3	ksf				
26	991 S Arapahoe St	Condos	46	du	270	20	3	17
27	805 S Catalina St	Condos	224	du	1,395	119	73	46
		Retails	7	ksf				
28	3200 W Beverly Bl	Apartments	32	du	426	17	10	7
		Retails	5.87	ksf				
29	670 S Berendo St	Apartments	150	du	958	59	12	47
30	3400 W 3rd St	Condos	147	du	1,756	70	43	27
		Apartments	261	du				
		Retails	20	ksf				
31	820 S Hoover St	Condos	32.0	du	365	17	10	7
		Retails	4.5	ksf				
		Office	1.4	ksf				
<b>TOTAL TRIPS</b>					<b>39,175</b>	<b>2,414</b>	<b>1,406</b>	<b>1,007</b>

It is noted that cumulative impacts analyzed in this EIR (impacts from related projects in conjunction with the Proposed Project) would likely represent a "worst-case" scenario for the following reasons:

Not all of the related projects will be approved and/or built. Further, it is also likely that several of the related projects will not be constructed at the same time as the Proposed Project or opened until after the Proposed Project has been built and occupied.

Impact projections for related projects would likely be, or have been, subject to unspecified mitigation measures, which would reduce potential impacts.

Many related projects are expressed in terms of gross square footage or are conceptual plans such as master plans that assume complete development; in reality, such projects may be smaller (i.e., the net new development), because of the demolition or removal of existing land uses resulting from the development of the related project.

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# CHAPTER 3 - ENVIRONMENTAL ANALYSIS

## 3.1 ENVIRONMENTAL ISSUES ADDRESSED

An Initial Study (IS) was prepared for the Proposed Project in May 2008 (see Appendix A). Based on the findings documented in the IS, LAUSD determined that an Environmental Impact Report (EIR) would be required for the Proposed Project. Environmental issue areas are listed by the level of significance of their impacts in Table 3-1 below, as determined by the IS process. Those issue areas identified as having potentially significant impacts in the IS are further analyzed in this EIR.

**Table 3-1  
Summary of Environmental Impacts Identified in the Initial Study**

No Impact	Less Than Significant Impact	Potentially Significant Impact
Agricultural Resources	Aesthetics	Air Quality
Biological Resources	Cultural Resources	Hazards and Hazardous Materials
Mineral Resources	Geology and Soils	Land Use and Planning
Population and Housing	Hydrology and Water Quality	Noise
	Recreation and Parks	Pedestrian Safety
	Utilities and Service Systems	Public Services
		Transportation and Traffic

Two public scoping meetings were held on May 29, 2008 and on July 8, 2008, at Virgil Middle School, located at 152 North Vermont Avenue, Los Angeles to gather input from the local community regarding the scope of the EIR. Information requested and input provided during the 45-day scoping period, regarding the contents of the NOP/IS and the scope of the EIR have been incorporated into this Final EIR.

**The seven environmental issue areas and their corresponding subchapter numbers discussed in this EIR include:**

- 3A – Air Quality
- 3B – Hazards and Hazardous Materials
- 3C – Land Use and Planning
- 3D – Noise
- 3E – Pedestrian Safety
- 3F – Public Services
- 3G – Transportation and Traffic

Chapters 3A through 3G provide a detailed discussion of the environmental setting, applicable project design features, impacts associated with the Proposed Project, cumulative impacts, and mitigation measures designed to reduce significant impacts.

Where impacts cannot be reduced to a less than significant level, LAUSD shall consider adopting a Statement of Overriding Considerations.

### 3.2 ORGANIZATION OF ENVIRONMENTAL ANALYSIS

To assist the reader in comparing information about the various environmental issues, each chapter contains the following information.

- Introduction
- Existing Environmental Setting
- Applicable Regulations
- Impacts and Mitigation
  - Methodology
  - Criteria for Determining Significance
  - Project Impacts
    - Mitigation Measures
    - Residual Impacts
  - Cumulative Impacts
    - Mitigation Measures
    - Residual Impacts

### 3.3 TERMINOLOGY USED IN THIS ANALYSIS

There is a "significance determination" in each of the following environmental impact discussions. The significance determination represents the level of significance of the impact and is categorized as follows:

- **No Impact.** A designation of *no impact* is given when no adverse changes in the environment are expected.
- **Less than Significant.** A *less than significant impact* would cause no substantial adverse change in the environment.
- **Less than Significant with Mitigation.** A *potentially significant (but mitigable) impact* would have a substantial adverse impact on the environment but could be reduced to a less-than-significant level with incorporation of mitigation measure(s).
- **Potentially Significant.** A *significant and unavoidable impact* would cause a substantial adverse effect on the environment and no feasible mitigation measures would be available to reduce the impact to a less than significant level.

## CHAPTER 3A

### AIR QUALITY

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#### 3A.1 Introduction

This section presents information on ambient air quality conditions in the vicinity of the project site and discusses potential impacts to air quality as a result of the construction and operation of the Proposed Project. Data used to prepare this section was taken primarily from an air quality assessment report conducted for the Proposed Project by Chambers Group, Inc., and included as Appendix B of this EIR.<sup>38</sup>

The Initial Study prepared for the Proposed Project (Appendix A) determined that air quality impacts related to conflicts with or obstruction of the implementation of the applicable Air Quality Attainment Plan or Congestion Management Plan, and the creation of objectionable odors affecting a substantial number of people were found to be less than significant and not included in this EIR.

#### 3A.2 Existing Environmental Setting

Air quality is affected by both the amount and location of pollutant emissions and by meteorological conditions that influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality.

##### South Coast Air Basin

The Proposed Project area lies within the South Coast Air Basin (SCAB, or the Basin), which exhibits a distinctive climate due to its unique terrain and geographic location.<sup>39</sup> The SCAB incorporates approximately 12,000 square miles within four counties—all of Orange County, most of Los Angeles and Riverside Counties, and the western portion of San Bernardino County—including some portions of what was previously known as the Southeast Desert Air Basin.<sup>40</sup> The SCAB is a coastal plain with broad valleys and low hills bounded by the Pacific Ocean to the southwest and high mountains defining its remaining perimeter. The region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds.<sup>41</sup> The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds.<sup>42</sup>

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<sup>38</sup> Chambers Group, Inc. Air Quality Analysis for Central Region Elementary School No. 20.

<sup>39</sup> LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR pp. 3.2-1 to 3.2-2.

<sup>40</sup> Ibid.

<sup>41</sup> Ibid.

<sup>42</sup> Ibid.

## Temperature and Precipitation

The annual average temperature varies little throughout the Basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The annual average temperature in the project area ranges from a mean minimum of 55°F to a mean maximum of 73°F.

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. Annual average total precipitation in the project area is 14 inches.

Although the Basin has a semi-arid climate, the air near the surface is typically moist, because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by off-shore winds, the ocean effect is dominant. Annual average humidity is 79 percent in the morning and 64 percent in the evening.

Wind patterns across the south coastal region are characterized by westerly and southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between the periods of dominant airflow, periods of air stagnation may occur, both in the morning and evening hours. Whether such a period of stagnation occurs is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the Basin, combined with other meteorological conditions, can result in very strong, down-slope Santa Ana winds. These winds normally have duration of a few days before predominant meteorological conditions are reestablished.

## Air Pollution

### *Criteria Air Pollutants*

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law. These regulated air pollutants are known as "criteria air pollutants" and are categorized as primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), and most fine particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>), including lead (Pb) and fugitive dust, are primary air pollutants. Of these, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are criteria pollutants. ROG and NO<sub>x</sub> are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O<sub>3</sub>) and nitrogen dioxide (NO<sub>2</sub>) are the principal secondary pollutants. Presented below is a description of

each of the primary and secondary criteria air pollutants and their known health effects. Other pollutants, such as carbon dioxide, a natural byproduct of animal respiration that is also produced in the combustion process, have been linked to such phenomena as global warming. These emissions are unregulated, and there are no thresholds for their release. These pollutants do not jeopardize the attainment status of the SCAB and are omitted from further discussion.

**Carbon Monoxide (CO)** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation.<sup>43</sup>

**Volatile Organic Compounds (VOC)** are compounds made up primarily of atoms of hydrogen and carbon (hydrocarbons). Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of VOC are emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by VOC, but rather by reactions of VOC to form secondary pollutants such as ozone.<sup>44</sup>

**Nitrogen Oxides (NO<sub>x</sub>)** serve as integral participants in the process of photochemical smog production. The two major forms of NO<sub>x</sub> are nitric oxide (NO) and nitrogen dioxide (NO<sub>2</sub>). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO<sub>x</sub> acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens. NO<sub>x</sub> are precursors to the formation of both O<sub>3</sub> and PM<sub>2.5</sub>.<sup>45, 46</sup>

**Nitrogen Dioxide (NO<sub>2</sub>)** is a by-product of fuel combustion. NO<sub>2</sub> is a reddish-brown irritating gas formed by the combination of NO and oxygen. The principal form of NO<sub>2</sub> produced by combustion is NO. NO<sub>2</sub> acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO<sub>2</sub> is only potentially irritating. There is some indication of a relationship between NO<sub>2</sub> and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 parts per million (ppm). NO<sub>2</sub> absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO<sub>2</sub> also contributes to the formation of PM<sub>10</sub>.

**Sulfur Dioxide (SO<sub>2</sub>)** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. Fuel combustion is the primary source of SO<sub>2</sub>. At high concentrations SO<sub>2</sub> may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO<sub>2</sub> may do greater harm by injuring lung tissue. A

<sup>43</sup> South Coast Air Quality Management District (SCAQMD). 2005. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.

<sup>44</sup> Ibid.

<sup>45</sup> South Coast Air Quality Management District (SCAQMD). 2005. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning; and South Coast Air Quality Management District. 2007 Air Quality Management Plan.

<sup>46</sup> South Coast Air Quality Management District (SCAQMD). 2005. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.

primary source of SO<sub>2</sub> emissions is high sulfur content coal. Gasoline and natural gas have very low sulfur content and hence do not release significant quantities of SO<sub>2</sub>.<sup>47</sup>

**Particulate Matter** (PM) consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized. Inhalable coarse particles, or PM<sub>10</sub>, include the particulate matter with a diameter of 10 microns (10 millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or PM<sub>2.5</sub>, have a diameter of 2.5 microns (i.e., 2.5 millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind on arid landscapes also contributes substantially to local particulate loading. Both PM<sub>10</sub> and PM<sub>2.5</sub> may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems.<sup>48</sup>

Fugitive dust primarily poses two public health and safety concerns. The first concern is that of respiratory problems attributable to the particulates suspended in the air. The second concern is that of motor vehicle accidents caused by reduced visibility during severe wind conditions. Fugitive dust may also cause significant property damage during strong windstorms by acting as an abrasive material agent (much like sandblasting).<sup>49</sup>

**Ozone** (O<sub>3</sub>), or smog, is one of a number of substances called photochemical oxidants that are formed when VOCs and NO<sub>x</sub> (both by-products of the internal combustion engine) react with sunlight. O<sub>3</sub> is present in relatively high concentrations in the SCAB, and the damaging effects of photochemical smog are generally related to the concentrations of O<sub>3</sub>. O<sub>3</sub> poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Additionally, O<sub>3</sub> has been tied to crop damage, typically in the form of stunted growth and premature death. O<sub>3</sub> can also act as a corrosive, resulting in property damage such as the degradation of rubber products.<sup>50</sup>

## Ambient Air Quality Standards

The Clean Air Act Amendment of 1971 established Ambient Air Quality Standards (AAQS), with states retaining the option to adopt more stringent standards or to include other pollutants. Table 3A-1 shows the ambient air quality standards for criteria pollutants.

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<sup>47</sup> South Coast Air Quality Management District (SCAQMD). 2005. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.

<sup>48</sup> Ibid.

<sup>49</sup> Ibid.

<sup>50</sup> Ibid.

**Table 3A-1  
Ambient Air Quality Standards for Criteria Pollutants<sup>51</sup>**

Pollutant	Averaging Time	California Standard	Federal Standard
Ozone (O <sub>3</sub> )	1 hour	0.09 ppm	*
	8 hours	0.07 ppm	0.075 ppm
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm
	8 hours	9 ppm	9 ppm
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Average	0.030 ppm	0.053 ppm
	1 hour	0.18 ppm	*
Sulfur Dioxide (SO <sub>2</sub> )	Annual Average	*	0.03 ppm
	1 hour	0.25 ppm	*
	24 hours	0.04 ppm	0.14 ppm
Coarse Inhalable Particulate Matter (PM <sub>10</sub> )	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	*
	24 hours	50 µg/m <sup>3</sup> (PM <sub>10</sub> )	150 µg/m <sup>3</sup> (PM <sub>10</sub> )
Fine Inhalable Particulate Matter (PM <sub>2.5</sub> )	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>
	24 hours	*	35 µg/m <sup>3</sup>
Lead (Pb)	Monthly	1.5 µg/m <sup>3</sup>	*
	Quarterly	*	1.5 µg/m <sup>3</sup>
Sulfates (SO <sub>4</sub> )	24 hours	25 µg/m <sup>3</sup>	*
ppm: parts per million; µg/m <sup>3</sup> : micrograms per cubic meter * = standard has not been established for this pollutant/duration by this entity.			

These standards are the levels of air quality considered to provide a margin of safety in the protection of the public health. They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Table 3A-2 provides a summary of the health effects from the major criteria air pollutants.

<sup>51</sup> South Coast Air Quality Management District (SCAQMD). 2005. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.

**Table 3A-2  
Primary Sources and Effects of the Criteria Pollutants<sup>52</sup>**

<b>Air Pollutant</b>	<b>Primary Sources</b>	<b>Primary Health and Welfare Effects</b>
Lead (Pb)	Contaminated Soil	<ul style="list-style-type: none"> <li>• Behavior and hearing disabilities in children</li> <li>• Nervous system impairment</li> </ul>
Sulfur Dioxide (SO <sub>2</sub> )	Combustion of sulfur-containing fossil-fuels, Smelting of sulfur-bearing metal ores and industrial processes	<ul style="list-style-type: none"> <li>• Aggravation of respiratory diseases (asthma, emphysema)</li> <li>• Reduced lung function</li> </ul>
Carbon Monoxide (CO)	Incomplete combustion of fuels and other carbon-containing substances (such as motor vehicle exhaust), Natural events (such as decomposition of organic matter)	<ul style="list-style-type: none"> <li>• Aggravation of some heart diseases (angina)</li> <li>• Reduced tolerance for exercise</li> <li>• Impairment of fetal development</li> <li>• Death at high levels of exposure</li> </ul>
Nitrogen Dioxide (NO <sub>2</sub> )	Motor vehicle exhaust, High-temperature stationary combustion, Atmospheric reactions	<ul style="list-style-type: none"> <li>• Aggravation of respiratory illness</li> </ul>
Ozone (O <sub>3</sub> )	Atmospheric reaction of organic gases (VOC) with NO <sub>2</sub> in sunlight	<ul style="list-style-type: none"> <li>• Aggravation of respiratory and cardiovascular diseases</li> <li>• Reduced lung function</li> <li>• Increase cough and chest discomfort</li> </ul>
Particulate Matter (PM <sub>10</sub> and PM <sub>2.5</sub> )	Stationary combustion of solid fuels, Construction activities, Industrial processes, Atmospheric chemical reactions	<ul style="list-style-type: none"> <li>• Reduced lung function</li> <li>• Aggravation of respiratory and cardio-respiratory diseases</li> <li>• Increases in mortality rates</li> <li>• Reduced lung function growth in children</li> </ul>

### **Toxic Air Contaminants**

The public's exposure to toxic air contaminants (TACs) is a significant environmental health issue in California. The Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal Clean Air Act (42 USC Sec. 7412[b]) is a TAC. Under state law, the California Environmental Protection Agency, acting through the California Air Resources Board (CARB), is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

In 1998, CARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC. Previously, only the individual chemical compounds in the diesel exhaust were considered as TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

In 2008, the SCAQMD published the draft version of the Multiple Air Toxics Exposure Study (MATES-III) for the South Coast Air Basin, the follow up to previous air toxics

<sup>52</sup> South Coast Air Quality Management District (SCAQMD). 2005. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.

studies in the SCAB (MATES-II). MATES-III estimates the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, accounting for 84 percent of the air toxics risk.<sup>53</sup> According to CARB cancer inhalation risk data, the project area is within a cancer risk zone of approximately 500 in one million.<sup>54</sup>

## Greenhouse Gases and Climate Change

Greenhouse gasses (GHGs) are those compounds in the Earth's atmosphere that play a critical role in determining the Earth's surface temperature. Specifically, these gasses allow high-frequency solar radiation to enter the Earth's atmosphere, but retain the low-frequency energy that is radiated back from the Earth to space, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Increased concentrations of GHGs in the Earth's atmosphere are thought to be linked to global climate change, such as rising surface temperatures, melting icebergs and snowpack, rising sea levels, and the increasing frequency and magnitude of severe weather.

GHGs include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone (O<sub>3</sub>), water vapor, nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Carbon dioxide is the most abundant GHG. Other GHGs are less abundant, but have higher global warming potential than CO<sub>2</sub>. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO<sub>2</sub>, denoted as CO<sub>2e</sub>. GHGs are the result of natural and anthropogenic activities. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions. According to the California Energy Commission (CEC), emissions from fossil fuel consumption represent approximately 81 percent of all GHG emissions and transportation creates 41 percent of all GHG emissions in the United States.

Understanding of the fundamental processes responsible for global climate change has improved over the past decade, and our predictive capabilities are advancing. However, there remain significant scientific uncertainties, for example, in predictions of local effects of climate change, occurrence of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of the Earth's climate system, the uncertainty in its description and in the prediction of changes may never be completely eliminated. Because of these uncertainties, there continues to be significant debate over the extent to which increased concentrations of GHGs have caused or will cause climate change, and over the appropriate actions to limit and/or respond to climate change.

In response to growing scientific and political concern with global climate change, California has recently adopted a series of laws to reduce emissions of GHGs to the

<sup>53</sup> South Coast Air Quality Management District (SCAQMD), 2008, Draft Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-III).

<sup>54</sup> California Air Resources Board (CARB), 2007 Cancer Inhalation Risk: Local Maps by Category. <<http://www.arb.ca.gov/toxics/cti/hlthrisk/cncrinhl/riskmapviewfull.htm>>

atmosphere from commercial and private activities within the state. In September 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493, requiring the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the state. However, setting emission standards on automobiles is solely the responsibility of the federal Environmental Protection Agency (EPA). The federal Clean Air Act (CAA) allows States to set state-specific emission standards on automobiles if they first obtain a waiver from the EPA, and California is attempting to obtain such a waiver.

In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB32, into law. AB32 commits the State to achieving the following:

- 2000 GHG emission levels by 2010 (a reduction of 11 percent below business as usual),
- 1990 levels by 2020 (25 percent below business as usual), and
- 80 percent below 1990 levels by 2050.

To achieve these goals, AB32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. Senate Bill (SB) 1368, a companion bill to AB32, requires the California Public Utilities Commission (PUC) and CEC to establish GHG emission performance standards for the generation of electricity. These standards will also apply to power that is generated outside of California and imported into the state. CARB's list of discrete early action measures that can be adopted and implemented before January 1, 2010, was approved on June 21, 2007. In April 2007, CARB released a draft report with three of these proposed discrete early action measures, which are focused on major state-wide contributing sources and industries, not on individual development projects or practices. These three measures are: 1) a low-carbon fuel standard; 2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance; and 3) increased methane capture from landfills.

SB 97, enacted in August 2007, provides that, until January 1, 2010, failure to adequately analyze the effects of GHG emissions in an EIR, negative declaration or other CEQA document for certain state-funded transportation and flood control projects does not create a cause of action for violation of CEQA. SB 97 also requires the Office of Planning and Research to develop guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions by July 1, 2009, and the Resources Agency to adopt those guidelines by January 1, 2010.

On June 19, 2008, the California Office of Planning and Research ("OPR") issued a Technical Advisory entitled "CEQA AND CLIMATE CHANGE: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review" ("Technical Advisory"), which sets forth advisory standards for analyzing project specific direct,

indirect and cumulative impacts on climate change from GHG emissions.<sup>55</sup> A copy of the Technical Advisory can be found at the following link:

<http://opr.ca.gov/index.php?a=ceqa/index.html>

The Technical Advisory notes that prescribing thresholds of significance is generally the purview of the lead agency's "judgment and discretion, based upon factual data and guidance from regulatory agencies and other sources where available and applicable."<sup>56</sup> Adopting significance thresholds is not mandatory, however, and the Technical Advisory specifically notes that "the global nature of climate change warrants investigation of a statewide threshold of significance for GHG emissions."<sup>57</sup> Until such a statewide threshold is adopted, the Technical Advisory recommends that compliance with CEQA entails three basic steps: "identify and quantify the GHG emissions; assess the significance of the impacts on climate change; and, if the impact is found to be significant, identify alternatives and/or mitigation measures that will reduce the impact below significance."<sup>58</sup>

There has also been activity at the federal level with respect to the regulation of GHGs. In *Massachusetts v. Environmental Protection Agency* (Docket No. 05-1120), argued November 29, 2006, and decided April 2, 2007, the U.S. Supreme Court held that not only did the EPA have authority to regulate GHG, but that the EPA's reasons for not regulating this area did not fit the statutory requirements. As such, the United States Supreme Court ruled that the EPA should be required to regulate CO<sub>2</sub> and other GHGs as pollutants under the CAA. To date, the EPA has not developed a regulatory program for GHG emissions.

Climate change refers to the variation of the Earth's climate over time, whether due to natural variability or as a result of human activities. The climate system is interactive, consisting of five major components: atmosphere, hydrosphere (ocean, rivers, and lakes), cryosphere (sea ice, ice sheets, and glaciers), land surface, and biosphere (flora and fauna). The atmosphere is the most unstable and rapidly changing part of the system. It is comprised of 78.1 percent nitrogen (N<sub>2</sub>), 20.9 percent oxygen (O<sub>2</sub>), and 0.93 percent argon (Ar). These gases have limited interaction with the incoming solar radiation and do not interact with infrared (long-wave) radiation emitted by the Earth. However, there are a number of trace gases, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and ozone (O<sub>3</sub>), that absorb and emit infrared radiation; and therefore, have an affect on the Earth's climate. These are greenhouse gases (GHG), and while they comprise less than 0.1 percent of the total volume mixing ratio in dry air, they play an essential role in influencing the Earth's climate.<sup>59</sup>

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<sup>55</sup> OPR, Technical Advisory, CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality (CEQA) Act Review, issued June 19, 2008.

<sup>56</sup> *Ibid*, page 4.

<sup>57</sup> *Ibid*.

<sup>58</sup> *Ibid*, page 5.

<sup>59</sup> Intergovernmental Panel on Climate Change (IPCC). 2001. *Third Assessment Report: Climate Change 2001*. New York: Cambridge University Press. <<http://www.ipcc.ch/ipccreports/tar/wg1/index.htm>>

Non-CO<sub>2</sub> GHG include those listed in the Kyoto Protocol (CH<sub>4</sub>, N<sub>2</sub>O, hydrofluorocarbons [HFC], perfluorocarbons [PFC], sulfur hexafluoride [SF<sub>6</sub>]), and those listed under the Montreal Protocol and its amendments (chlorofluorocarbons [CFC], hydrochlorofluorocarbons [HCFC], and halons).<sup>60, 61</sup> Table 3A-3 lists the major GHGs and their relative global warming potential compared to CO<sub>2</sub>. Although not included in this table, water vapor (H<sub>2</sub>O) is the strongest GHG, but is also the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant in the atmosphere.<sup>62</sup>

**Table 3A-3  
Greenhouse Gases and their Relative Global Warming Potential<sup>63</sup>**

GHG	Atmospheric Lifetime (Years)	Global Warming Potential <sup>a</sup>
Carbon Dioxide (CO <sub>2</sub> )	50 to 200	1
Methane (CH <sub>4</sub> ) <sup>b</sup>	12 (±3)	21
Nitrous Oxide (N <sub>2</sub> O)	120	310
Hydrofluorocarbons:		
HFC-23	264	11,700
HFC-32	5.6	650
HFC-125	32.6	2,800
HFC-134a	14.6	1,300
HFC-143a	48.3	3,800
HFC-152a	1.5	140
HFC-227ea	36.5	2,900
HFC-236fa	209	6,300
HFC-4310mee	17.1	1,300
Perfluoromethane: CF <sub>4</sub>	50,000	6,500
Perfluoroethane: C <sub>2</sub> F <sub>6</sub>	10,000	9,200
Perfluorobutane: C <sub>4</sub> F <sub>10</sub>	2,600	7,000
Perfluoro-2-methylpentane: C <sub>6</sub> F <sub>14</sub>	3,200	7,400
Sulfur Hexafluoride (SF <sub>6</sub> )	3,200	23,900

<sup>a</sup> The Global Warming Potential describes the number of grams of carbon dioxide needed to have the same warming effect over a 100-Year Time Horizon as one gram of each green house gas (column 1 in the table). For example, based on a 100-Year (specified period) Time Horizon relative to carbon dioxide, methane gas has a Global Warming Potential of 21, indicating that one gram of methane released would have 21 times as much effect on global warming as one gram of carbon dioxide (one gram of methane is equal to 21 grams of carbon dioxide).

<sup>b</sup> The methane Global Warming Potential includes the direct effects and those indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO<sub>2</sub> is not included.

<sup>60</sup> Kyoto Protocol: Established by the United Nations Framework Convention on Climate Change and signed by more than 160 countries (excluding the United States) stating that they commit to reduce their GHG emissions by 55 percent or engage in emissions trading.

<sup>61</sup> Montreal Protocol and Amendments: International Treaty signed in 1987 and subsequently amended in 1990 and 1992. Stipulates that the production and consumption of compounds that deplete ozone in the stratosphere (chlorofluorocarbons (CFC), halons, carbon tetrachloride, and methyl chloroform) were to be phased out by 2000 (2005 for methyl chloroform).

<sup>62</sup> Intergovernmental Panel on Climate Change (IPCC). 2001. Third Assessment Report: Climate Change 2001. New York: Cambridge University Press. <<http://www.ipcc.ch/ipccreports/tar/wg1/index.htm>>

<sup>63</sup> United States Environmental Protection Agency (USEPA), 2006, Non-CO<sub>2</sub> Gases Economic Analysis and Inventory, Global Warming Potentials and Atmospheric Lifetimes. <<http://www.epa.gov/nonco2/econ-inv/table.html>> Accessed May 14, 2007.

**Carbon Dioxide (CO<sub>2</sub>)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.

**Ozone (O<sub>3</sub>)** is a gaseous atmospheric constituent. In the troposphere (lower atmosphere closest to the Earth's surface), it is created both naturally and by photochemical reactions involving gases resulting from human activities (e.g., smog). In high concentrations, tropospheric ozone can be harmful to a wide range of organisms. In the stratosphere (lower atmosphere above the troposphere), ozone is created by the interaction between solar ultraviolet radiation and molecular oxygen (O<sub>2</sub>). Stratospheric ozone plays a decisive role in the stratospheric radiative balance. Depletion of stratospheric ozone, due to chemical reactions that may be enhanced by climate change, results in an increased ground-level flux of ultraviolet B radiation (short-wave).<sup>64</sup>

**Methane (CH<sub>4</sub>)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.<sup>65</sup>

**Nitrous Oxide (N<sub>2</sub>O)** is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.<sup>66</sup>

**Fluorinated Gases** are synthetic, strong greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases.<sup>67</sup>

- **Chlorofluorocarbons (CFCs)** are greenhouse gases covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down ozone. These gases are being replaced by other compounds that are greenhouse gases covered under the Kyoto Protocol.
- **Perfluorocarbons (PFCs)** are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF<sub>4</sub>] and perfluoroethane [C<sub>2</sub>F<sub>6</sub>]) were introduced as alternatives, along with HFCs, to the ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are also used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they are strong greenhouse gases.

<sup>64</sup> United States Environmental Protection Agency (USEPA), 2006, Non-CO<sub>2</sub> Gases Economic Analysis and Inventory, Global Warming Potentials and Atmospheric Lifetimes. <<http://www.epa.gov/nonco2/econ-inv/table.html>> Accessed May 14, 2007.

<sup>65</sup> Ibid.

<sup>66</sup> Ibid.

<sup>67</sup> Ibid.

- *Sulfur Hexafluoride (SF<sub>6</sub>)* is a colorless gas soluble in alcohol and ether, and slightly soluble in water. SF<sub>6</sub> is a strong greenhouse gas used primarily in electrical transmission and distribution systems as a dielectric.<sup>68</sup>
- *Hydrochlorofluorocarbons (HCFCs)* contain hydrogen, fluorine, chlorine, and carbon atoms. Although ozone-depleting substances, they are less potent than CFCs. They have been introduced as temporary replacements for CFCs and are also greenhouse gases.
- *Hydrofluorocarbons (HFCs)* contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong greenhouse gases.

### **California's GHG Sources and Relative Contribution**

California is the second largest emitter of GHGs in the United States, only surpassed by Texas, and the sixteenth largest GHGs emitter in the world.<sup>69</sup> However, because of more stringent air pollutant emission regulations and mild climate, in 2001 California ranked fourth lowest in carbon emissions per capita and fifth lowest among states in CO<sub>2</sub> emissions from fossil fuel consumption per unit of Gross State Product (total economic output of goods and services). In 2004, California produced 492 million metric tons of CO<sub>2</sub>-equivalent (CO<sub>2e</sub>) GHG emissions, of which 81 percent are CO<sub>2</sub> from the combustion of fossil fuels, 2.8 percent were from other sources of CO<sub>2</sub>, 5.7 percent were from methane, and 6.8 percent were from N<sub>2</sub>O.<sup>70</sup> The remaining 2.9 percent of GHG emissions were from High Global Warming Potential gases.<sup>71</sup>

CO<sub>2</sub> emissions from human activities represent 84 percent of the total GHG emissions. California's transportation sector is the single largest generator of GHG emissions, producing 40.7 percent of the state's total emissions. Electricity consumption is the second largest source, with 22.2 percent. While out-of-state electricity generation comprises one-fifth to one-third of California's total electricity supply, it contributes 39 to 57 percent of the GHG emissions associated with electricity consumption in the state. Industrial activities are California's third largest source of GHG emissions, producing 20.5 percent of state's total emissions. Other major sources of GHG emissions include mineral production, waste combustion and land use, and forestry changes. Agriculture, forestry, commercial, and residential activities comprise the balance of California's greenhouse gas emissions.<sup>72</sup>

<sup>68</sup> An electrical insulator that is highly resistant to the flow of an electric current.

<sup>69</sup> California Energy Commission (CEC). 2006b. *Our Changing Climate, Assessing the Risks to California*, 2006 Biennial Report. California Climate Change Center, California Energy Commission Staff Paper, Sacramento, California, Report CEC-500-2006-077.

<sup>70</sup> CO<sub>2</sub> equivalence is used to show the relative potential that different GHG have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

<sup>71</sup> California Energy Commission (CEC), 2006a. *Inventory of California Greenhouse Gas Emissions and Sinks 1990 to 2004*, California Energy Commission Staff Paper, Sacramento, California, Report CEC-600-2006-013.

<sup>72</sup> *Ibid.*

## Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and climate change pollutants that are attributable to human activities. The amount of CO<sub>2</sub> has increased by more than 30 percent since pre-industrial times and is still increasing at a rate of 0.4 percent per year, mainly due to combustion of fossil fuels and deforestation.<sup>73</sup> These recent changes in climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of GHGs.<sup>74</sup>

Climate change scenarios are affected by varying degrees of uncertainty.<sup>75</sup> The Intergovernmental Panel on Climate Change's (IPCC) *2001 IPCC Third Assessment Report* projects that the range of global mean temperature increase from 1990 to 2100, under different climate-change scenarios, will range from 2 to 4.5°C (3.6 to 8.1°F). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime.<sup>76</sup>

## Potential Climate Change Impacts for California

Climate change is not a local environmental impact; it is a global impact. However, human-caused increases in GHGs have been shown to be highly correlated with increases in the surface and ocean temperatures on Earth. What is not clear is the extent of the impact on environmental systems.

Global climate change risks to California include public health impacts (poor air quality made worse and more severe heat), water resources impacts (decreasing Sierra Nevada snow pack, challenges in securing adequate water supply, potential reduction in hydropower, and loss of winter recreation), agricultural impacts (increasing temperatures, increasing threats from pests and pathogens, expanded ranges of agricultural weeds, and declining productivity), coast sea level impacts (rising sea levels, increasing coastal floods, and shrinking beaches), forest and biological resource impacts (increasing wildfires, increasing threats from pest and pathogens, declining forest productivity, and shifting vegetation and species distribution), and electricity (increased energy demand).<sup>77</sup>

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<sup>73</sup> Intergovernmental Panel on Climate Change (IPCC). 2001. *Third Assessment Report: Climate Change 2001*. New York: Cambridge University Press. <<http://www.ipcc.ch/ipccreports/tar/wg1/index.htm>>

<sup>74</sup> California Climate Action Team (CCAT), 2006, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*.

<sup>75</sup> Intergovernmental Panel on Climate Change (IPCC). 2001. *Third Assessment Report: Climate Change 2001*. New York: Cambridge University Press. <<http://www.ipcc.ch/ipccreports/tar/wg1/index.htm>>

<sup>76</sup> *Ibid.*

<sup>77</sup> California Energy Commission (CEC), 2006b, *Our Changing Climate, Assessing the Risks to California, 2006 Biennial Report*. California Climate Change Center, California Energy Commission Staff Paper, Sacramento, California, Report CEC-500-2006-077.

## Existing Local Air Quality

Existing levels of ambient air quality and historical trends and projections in the project area are best documented by measurements made by the SCAQMD. The project is located within the southern portion of Source Receptor Area (SRA) 1 Central Los Angeles. Data from monitoring stations in SRA 1 are summarized in Table 3A-4.

### Attainment Status

The SCAQMD and the Southern California Association of Governments are the agencies responsible for preparing the AQMP for the SCAB. Since 1979, a number of AQMPs have been prepared.

The most recent adopted comprehensive plan is the 2007 AQMP, which was adopted on June 1, 2007. It incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2007 AQMP proposes attainment demonstration of the federal PM<sub>2.5</sub> standards through a more focused control of SO<sub>x</sub>, directly emitted PM<sub>2.5</sub>, and focused control of NO<sub>x</sub> and VOC by 2015. The eight-hour ozone control strategy builds upon the PM<sub>2.5</sub> strategy, augmented with additional NO<sub>x</sub> and VOC reductions to meet the standard by 2024, assuming a bump-up (extended attainment date) is obtained.<sup>78</sup>

The AQMP provides local guidance for the State Implementation Plan, which provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards. Areas that meet ambient air quality standards are classified as attainment areas, and areas that do not meet these standards are classified as nonattainment areas. Severity classifications for ozone nonattainment range in magnitude: marginal, moderate, serious, severe, and extreme.

As described in Table 3A-4, the maximum one-hour concentration for ozone during the three year study period (2005-2007) was 0.21 parts per million (ppm). The eight hour concentration of ozone was exceeded seven times during the subject study period. Ambient Nitrogen Dioxide and Carbon Monoxide levels were below state standards during the study period. State PM<sub>10</sub> standards were exceeded twice during the study period and PM<sub>2.5</sub> standards were also exceeded.

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<sup>78</sup> South Coast Air Quality Management District (SCAQMD), Air Quality Management Plan, 2007.

**Table 3A-4  
2005-2007 Criteria Pollutant Violations**

Pollutant	Pollutant Concentration & Standards	Number of Days Above State Standard		
		2005	2006	2007
Ozone	Maximum 1-hr Concentration (ppm)	0.11	0.10	0.12
	Days > 0.09 ppm (State 1-hr standard)	7	3	2
	Maximum 8-hr Concentration (ppm)	0.09	0.07	0.09
	Days > 0.07 ppm (State 8-hr standard)	5	0	2
Carbon Monoxide	Maximum 1-hr concentration (ppm)	3	3	3
	Days > 20 ppm (State 1-hr standard)	0	0	0
	Maximum 8-hr concentration (ppm)	2.1	2	1.9
	Days > 9 ppm (State 8-hr standard)	0	0	0
Nitrogen Dioxide	Maximum 1-hr Concentration (ppm)	0.08	0.08	0.08
	Days > 0.18 ppm (State 1-hr standard)	0	0	0
PM <sub>2.5</sub>	Annual Arithmetic Mean ( $\Phi\text{g}/\text{m}^3$ )	16	14.5	13.7
	Exceed 12 $\Phi\text{g}/\text{m}^3$ (State 24-hr standard)	Yes	Yes	Yes
PM <sub>10</sub>	Maximum 24-hr concentration ( $\Phi\text{g}/\text{m}^3$ )	44	45	96
	Days > 50 $\Phi\text{g}/\text{m}^3$ (State 24-hr standard)	0	0	2
Sulfur Dioxide	Maximum 24-hr Concentration (ppm)	0.01	0.01	0.02
	Days > 0.04 ppm (State 24-hr standard)	0	0	0

Notes: Data for 2007 was not available at the time this document was drafted. ppm = parts per million.  $\mu\text{g}/\text{m}^3$  = micrograms per meter cubed.  
SOURCE: SCAQMD, <http://www.aqmd.gov/smog/historicaldata.htm>, accessed June 3, 2008

## Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Residential areas are considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Schools are also considered as sensitive as children are present for extended durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution because exercise places a high demand on respiratory functions, which can be impaired by air pollution. The closest sensitive receptor, a residential property, is located within 25 meters west of the project site.

### 3A.3 Applicable Regulations

The development of the Proposed Project has the ability to release gaseous emissions of criteria pollutants and dust into the ambient air; therefore, it falls under the air quality standards promulgated on the local, State, and federal levels. The Proposed Project site is located in the Basin and is subject to the rules and regulations imposed by the SCAQMD. However, the SCAQMD reports to the CARB, and all criteria emissions are

also governed by the California Ambient Air Quality Standards (CAAQS) as well as the National Ambient Air Quality Standards (NAAQS).

Below is a description of the various federal, State, and regional regulations that are involved in regulating air quality in the Basin.

**Federal Clean Air Act (CAA) and CAA Amendments:** The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The federal CAA establishes federal air quality standards, known as National Ambient Air Quality Standards (NAAQS) and specifies future dates for achieving compliance. NAAQS have been established for the following criteria pollutants: CO, O<sub>3</sub>, SO<sub>2</sub>, NO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and Pb.<sup>79</sup>

The Clean Air Act Amendments of 1971 established NAAQS, with States retaining the option to adopt more stringent standards or to include other pollution species. These standards are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The federal CAA requires that states that do not meet the standards submit a State Implementation Plan (SIP). SIPs are designed to assist areas designated as nonattainment in establishing strategies to achieve compliance.<sup>80</sup> The California SIP is comprised of plans developed at the regional or local level. For example, the Basin is a nonattainment area for PM<sub>10</sub> and NO<sub>x</sub>, and the SIP addresses how these standards will be met. Each of these plans is reviewed and approved by the USEPA prior to incorporation into the SIP. The federal CAA allows California to adopt more stringent vehicle emission standards than the rest of the nation due to the State's severe O<sub>3</sub> nonattainment status.

The most recent 1990 amendments to the federal CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones.

**California Clean Air Act (CCAA):** In 1988, the State legislature passed the CCAA, which established California's air quality goals, planning mechanisms, regulatory strategies, and standards of progress for the first time.<sup>81</sup> The CCAA provides the State with a comprehensive framework for air quality planning regulation. The CCAA requires attainment of State ambient air quality standards by the earliest practicable date.

<sup>79</sup> United States Environmental Protection Agency, *National Ambient Air Quality Standards*, website <http://www.epa.gov/air/criteria.html>, accessed June 3, 2008.

<sup>80</sup> *Ibid.*

<sup>81</sup> CARB, California Clean Air Act, 1988.

Preparation of and adherence to attainment plans are the responsibility of the local air pollution districts or air quality management districts.

**California Ambient Air Quality Standards (CAAQS):** The State of California has set ambient air quality standards for criteria pollutants. The CAAQS for these criteria pollutants are more stringent than the corresponding federal standards.<sup>82</sup> The State has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Table 3A-4 summarizes the State and federal standards within the State of California.

**Assembly Bill 32 (AB32), the Global Warming Solutions Act:** This regulation was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHGs. AB32 requires the state's global warming emissions to be reduced to 1990 levels by the year 2020 and by 80 percent of 1990 levels by year 2050. In December 2007, CARB approved a 2020 emissions limit of 427 million metric tons of CO<sub>2e</sub> for the state. Pursuant to the requirements of AB32, the state's reduction in global warming emissions will be accomplished through an enforceable statewide cap on global warming emissions that will be phased in starting in 2012.

In order to effectively implement the cap, AB32 directs CARB to develop appropriate regulations and establish a mandatory reporting system to track and monitor global warming emissions levels by January 2008. The Climate Action Registry Reporting Online Tool was established to track GHG emissions. By January 1, 2009, CARB must prepare a plan demonstrating how the 2020 deadline can be met. However, as immediate progress in reducing GHGs can and should be made, AB32 directed CARB and the newly created CAT to identify a list of "discrete early action GHG reduction measures" that can be adopted and made enforceable by January 1, 2010. CAT is a consortium of representatives from state agencies that have been charged with coordinating and implementing GHG emission reduction programs that fall outside of CARB's jurisdiction. In June 2007, CARB adopted 37 early actions for reducing GHG emissions, of which three were identified as discrete early action measures. Since adoption of the initial early actions, CARB has expanded the early action list to include a total of 44 measures. To address GHG emission and global climate change in General Plans and CEQA documents, Senate Bill 97 (Chapter 185, 2007) requires the Governor's Office of Planning and Research (OPR) to develop CEQA guidelines on how to address global warming emissions and mitigate project-generated GHG. OPR is required to prepare, develop, and transmit these guidelines on or before July 1, 2009.

On June 19, 2008 OPR published guidelines to assist lead agencies in determining what steps it should take to address climate change in its CEQA documents. OPR recommended the following three step approach for assessing the significance of GHG emissions from a project in order to comply with CEQA: (1) identify and quantify the GHG emissions; (2) assess the significance of the impact on climate change; and (3)

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<sup>82</sup> CARB, Ambient Air Quality Standards, April 1, 2008.

identify alternatives and/or mitigation measures that will reduce the impact below significance.<sup>83</sup>

### **3A.4 Impacts and Mitigation**

The environmental impact analyses presented below are on issues that were determined by the Initial Study to be potentially significant and less than significant with mitigation incorporated, or for issues identified by reviewing agencies, organizations, or individuals commenting on the Initial Study that expressed concern for particular issues (see Comments on NOP/Initial Study, Appendix A).

#### **Methodology**

This air quality evaluation was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) to determine if significant air quality impacts are likely to occur in conjunction with the type and scale of development associated with the proposed school project.

The impact analysis contained in this report was prepared in accordance with the methodologies provided by the South Coast Air Quality Management District (SCAQMD) as included in its *CEQA Air Quality Handbook (Handbook)*. Regional impacts for both construction and operation are assessed using the Urban Emissions model (URBEMIS2007, version 9.2.4) distributed by the California Air Resources Board (CARB). Localized impacts from construction were determined using methodology provided by the SCAQMD in its document *Final Localized Significance Threshold Methodology*. Long-term localized impacts are typically associated with traffic congestion at intersection locations and are assessed under the provisions of the Caltrans *Transportation Project-Level Carbon Monoxide Protocol* and CALINE4 computer model.

The subsequent operation of the school is also based on the URBEMIS2007 model using traffic-projections provided by Chambers Group, Inc. as included in the *Traffic Study for Los Angeles Unified School District Central Region Elementary School #20, Los Angeles CA, May 29, 2008 (Traffic Study)*. The calculated emissions of the project are compared to thresholds of significance for individual projects using the SCAQMD *Thresholds of Significance* published on the SCAQMD Website (<http://www.aqmd.gov/ceqa/handbook/signthres.doc>).

Projected air emissions are calculated using the Urban Emissions model (URBEMIS2007, version 9.2) distributed by the CARB. The URBEMIS2007 model uses EMFAC2007 emissions factors for vehicle traffic and OffRoad2007 for construction equipment. For the purposes of this analysis, construction is estimated to begin in March 2009 with completion in May 2012 (approximately 3 years total).

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<sup>83</sup> Office of Planning and Research (OPR). 2008, June. Technical Advisory, CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality (CEQA) Act Review.

## Criteria for Determining Significance

The criteria used to determine the significance of an impact related to air quality are based on the *CEQA Guidelines* and SCAQMD standards.<sup>84, 85</sup> The Proposed Project may result in significant air quality impacts if it would:

- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Create or contribute to a non-stationary source “hotspot” (primarily carbon monoxide [CO]);
- Expose sensitive receptors to substantial pollutant concentrations;
- Cause a significant contribution to GHG emissions; and/or
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).

## South Coast Air Quality Management District Thresholds

CEQA allows for the significance criteria established by the applicable air quality management or air pollution control district to be used to assess impacts of a Proposed Project on air quality. The SCAQMD has established thresholds of significance for air quality for construction activities and Proposed Project operation, as shown in Table 3A-5.

**Table 3A-5  
SCAQMD Regional Significance Thresholds<sup>86</sup>**

Air Pollutant	Construction Phase	Operational Phase
Volatile Organic Compounds (VOC)	75 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Nitrogen Oxides (NO <sub>x</sub> )	100 lbs/day	55 lbs/day
Sulfur Oxides (SO <sub>x</sub> )	150 lbs/day	150 lbs/day
Coarse Particulates (PM <sub>10</sub> )	150 lbs/day	150 lbs/day
Fine Particulates <sup>1</sup> (PM <sub>2.5</sub> ) <sup>a</sup>	55 lbs/day	55 lbs/day

<sup>a</sup> SCAQMD threshold for fine particulates adopted October 6, 2006.

## CO Hotspot Analysis

In addition to the daily thresholds listed above, projects are also subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts. The California 1-hour and 8-hour CO standards are:

- 1 hour = 20 parts per million
- 8 hour = 9 parts per million

The significance of localized project impacts depends on whether ambient CO levels in the vicinity of the project are above or below state and federal CO standards. If ambient

<sup>84</sup> *CEQA Guidelines*, CCR, Title 14, Division 6, Chapter 3, §15152, 2004.

<sup>85</sup> SCAQMD, *CEQA Air Quality Handbook*, April 1993.

<sup>86</sup> South Coast Air Quality Management District (SCAQMD), 1993. *California Environmental Quality Act Air Quality Handbook*.

levels are below the standards, a project is considered to have significant impacts if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. The SCAQMD defines a measurable amount as 1 ppm or more for the 1-hour CO concentration or 0.45 ppm or more for the 8-hour CO concentration.

### Localized Significance Thresholds

In addition to the CO hot spot analysis for congested roadways, the SCAQMD developed localized significance thresholds (LSTs) for emissions of NO<sub>2</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub> generated at the project site (off-site mobile-source emissions are not included in the LST analysis). LSTs represent the maximum emissions from a project site that are not expected to cause or contribute to an exceedance of the most stringent national or state AAQS. LSTs are based on the ambient concentrations of a pollutant within the project source receptor area (SRA) and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects of five acres and less. The construction LSTs for an approximately four-acre project site within SRA 12 for sensitive receptors located within 25 meters (82 feet) are shown in Table 3A-6. The closest receptor distance for the LST methodology is 25 meters. It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.<sup>87</sup>

**Table 3A-6  
SCAQMD Localized Significance Thresholds – Screening Level Analysis<sup>88</sup>**

Air Pollutant	Construction Phase	Operational Phase
Nitrogen Oxides (NO <sub>x</sub> )	265 lbs/day	265 lbs/day
Carbon Monoxide (CO)	356 lbs/day	356 lbs/day
Coarse Inhalable Particulates (PM <sub>10</sub> )	11 lbs/day	3 lbs/day
Fine Inhalable Particulates (PM <sub>2.5</sub> )	6 lbs/day	2 lbs/day

### Environmental Impacts

**Impact 3A-1 The Proposed Project would have a significant impact if it would violate any air quality standard or contribute substantially to an existing or projected air quality violation.**

*Project-related construction and operational emissions would not exceed the SCAQMD significance thresholds. As such, the Proposed Project would result in less than significant construction and operational air quality impacts.*

<sup>87</sup> South Coast Air Quality Management District (SCAQMD), 2003, Localized Significance Threshold Methodology for CEQA Evaluations.

<sup>88</sup> SCAQMD, PM<sub>2.5</sub> Significance Thresholds and Calculation Methodology, 2006.

## Construction Emissions

Air quality impacts may occur during site preparation, demolition, grading, and construction activities required for implementation of the Proposed Project. Major sources of emissions during construction include exhaust emissions generated during demolition, site preparation, grading, and the subsequent construction of the structures, fugitive dust generated as a result of soil and material disturbance during site preparation, grading, and excavation activities, and the emission of reactive organic compounds during site paving and painting of the structures.

Table 3A-7 summarizes the daily emissions for grading and construction in comparison with the SCAQMD regional thresholds of significance. As shown, all criteria pollutants are below the Regional Threshold.

**Table 3A-7  
Unmitigated Regional Construction Emissions**

Source	CO (lbs/day)	NO <sub>x</sub> (lbs/day)	ROG (lbs/day)	SO <sub>x</sub> (lbs/day)	PM <sub>10</sub> (lbs/day)	PM <sub>2.5</sub> (lbs/day)
<b>4<sup>th</sup> Quarter 2010</b>						
PII Fine Grading	17.78	33.93	4.06	0	17.73	4.93
PIV Mass Grading	17.78	33.93	4.06	0	21.73	5.77
Area Phase I	1.6	0.02	0.13	0	0	0
Operation Phase I	0.14	0.02	0.02	0	0.02	0
total	37.3	67.9	8.27	0	39.48	10.7
SCAQMD Threshold	550	100	75	150	150	55
Significant?	No	No	No	No	No	No
<b>3<sup>rd</sup> Quarter 2011 - 3<sup>rd</sup> Quarter 2012</b>						
PIV Building Construction	20.48	28.1	4.96	0.01	1.88	1.72
PIV Coating	0.15	0.01	14.32	0	0	0
PIV Paving	10.87	14.61	2.45	0	1.27	1.16
Area Phase I	1.6	0.02	0.13	0	0	0
Operation Phase I	0.14	0.02	0.02	0	0.02	0
Area Phase II	1.6	0.02	0.13	0	0	0
Operation Phase II	0.11	0.01	0.01	0	0.02	0
total	34.95	42.79	22.02	0.01	3.19	2.88
SCAQMD Threshold	550	100	75	150	150	55
Significant?	No	No	No	No	No	No

The greatest potential for toxic air contaminant (TAC) emissions are from diesel particulate emissions associated with heavy equipment operations during grading, demolition, and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk, which is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively short-term, 3 year construction schedule, the Proposed Project would not result in a long-term (i.e., 70 years) source of TAC

emissions with no residual emissions after construction. As such, project-related toxic emission impacts during construction would not be significant.

### Operational Emissions

The major source of long-term air quality impacts is that associated with the emissions produced from project-generated vehicle trips. Stationary sources also add to these values.

### Mobile Source Emissions

Vehicle trip generation that will result upon implementation of the Proposed Project was estimated in the Traffic Study for the Proposed Project and used in this analysis. Emissions generated by project-related trips are based on the URBEMIS2007 computer model using EMFAC2007 to calculate mobile on-road emission rates. Model runs are included in Appendix B.

### Stationary Source Emissions

In addition to vehicle trips, the facility would produce emissions from on-site sources. The combustion of natural gas for heating the structures and water would occur. Landscaping associated with the facility will be maintained requiring the use of gardening equipment and their attendant emissions. Additionally, the structures would be maintained and this requires repainting over time that releases ROG emissions. The resultant emissions are projected by the URBEMIS2007 computer model (Appendix B) and included in Table 3A-8.

**Table 3A-8  
Unmitigated Regional Operational Emissions**

Source	CO (lbs/day)	NO <sub>x</sub> (lbs/day)	ROG (lbs/day)	SO <sub>x</sub> (lbs/day)	PM <sub>10</sub> (lbs/day)	PM <sub>2.5</sub> (lbs/day)	CO <sub>2E</sub> (MT/yr)
<b>Operational Sources</b>							
Elementary School	103.76	13.5	13.97	0.11	18.76	3.64	2,065.16
<b>Area Sources</b>							
Natural Gas	0.50	0.60	0.04	0.00	0.00	0.00	132.01
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscape	6.40	0.08	0.52	0.00	0.00	0.00	2.09
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coatings	0.00	0.00	0.36	0.00	0.00	0.00	0.00
<b>Indirect CO<sub>2E</sub> Emissions</b>							
Electric Use							186.36
Potable Water Use							3,926.51
Wastewater							2,198.85
Solid Waste							1,135.32
<b>Total Emissions</b>	<b>110.66</b>	<b>14.18</b>	<b>14.89</b>	<b>0.11</b>	<b>18.76</b>	<b>3.64</b>	<b>9,646.29</b>
SCAQMD Thresholds	550	55	55	150	150	55	NA
Significant Impact?	No	No	No	No	No	No	

**Mitigation Measures**

No mitigation measures are required.

**Residual Impacts**

This impact would be less than significant without mitigation.

**Impact 3A-2 Create or contribute to a non-stationary source “hotspot” (primarily carbon monoxide [CO]).**

*Project-related CO emissions will not create or contribute to a non-stationary “hotspot”. As such, the project would result in a less than significant impact.*

Because CO is the criteria pollutant that is produced in greatest quantities from vehicle combustion at congested intersections and does not readily disperse into the atmosphere, long-term adherence to Ambient Air Quality Standards is typically demonstrated through an analysis of localized CO concentrations. Areas of vehicle congestion have the potential to create “pockets” of CO called “hot spots.” These hot spots typically occur at intersections where vehicle speeds are reduced and idle time is increased. These pockets of CO have the potential to exceed the State ambient air quality 1-hour standard of 20 ppm or the 8-hour standard of 9 ppm.

Typically for an intersection to exhibit a significant CO concentration, it would operate at level of service (LOS) D or worse. According to the *Traffic Study*, two study intersections will operate at LOS D at project build-out. LOS was based on the average delay per vehicle at the poorest-performing approach for each of the project intersections. Table 3A-9 summarizes the CO Hotspot Analysis for intersections with a LOS level of D or worse locations. Modeling output is included as Appendix V.

**Table 3A-9  
CO Hotspot Analysis**

Intersection	Level of Service	Peak Hour Volume	1-Hr Conc. (ppm)	8-Hr Conc. (ppm)	8-hr Significant
<b>State Standards</b>			<b>20</b>	<b>9</b>	
N Vermont & Beverly Blvd	D	6,004	6.2	4.6	No
N Vermont & Council Street	D	4,021	5.9	4.4	No

**Mitigation Measures**

No mitigation measures are required.

**Residual Impacts**

This impact would be less than significant without mitigation.

**Impact 3A-3 Expose sensitive receptors to substantial pollutant concentrations.**

*Project-related construction and operational emissions would expose sensitive receptors to substantial pollutant concentrations. As such, the Proposed Project would result in a potentially significant impact.*

## Construction Emissions

In addition to the mass annual and daily regional thresholds, project construction has the potential to raise local ambient pollutant concentrations. This could present a significant impact if these concentrations were to exceed the thresholds at receptor locations.

In the cases of CO and NO<sub>2</sub>, the projected concentration is added to an assumed ambient concentration in order to determine if the CAAQS would be exceeded. This ambient concentration is source-area dependant and is based on the peak value observed over the last 3 years of accumulated data at the nearest air monitoring station. As shown in 3A-7 and 3A-8, Peak daily projected emissions of CO and NO<sub>2</sub> are below the SCAQMD localized significance thresholds.

Because PM<sub>10</sub> and PM<sub>2.5</sub> are non-attainment pollutants, no ambient concentration is added. Instead, in both cases, a short-term construction standard defined as a measurable increase of 10.4 µg/m<sup>3</sup> is to be applied at the proximate sensitive receptor locations. Table 3A-10 summarizes the daily emissions for construction phases that have the highest emissions. All other construction phases for the project are under these peak emissions. Note that peak emissions shown in Table 3A-10 represent total emissions for time periods when two phases with differing construction activities are occurring simultaneously. Table 3A-10 compares these emissions with the SCAQMD regional thresholds of significance. As shown in Table 3A-10, all criteria pollutants are below the Regional Threshold during all phases of construction.

**Table 3A-10  
Unmitigated Regional Construction Emissions**

Source	CO (lbs/day)	NO <sub>x</sub> (lbs/day)	ROG (lbs/day)	SO <sub>x</sub> (lbs/day)	PM <sub>10</sub> (lbs/day)	PM <sub>2.5</sub> (lbs/day)	CO <sub>2E</sub> (MT/yr)
<b>4<sup>th</sup> Quarter 2010</b>							
PII Fine Grading	17.78	33.93	4.06	0	17.73	4.93	129.98
PIV Mass Grading	17.78	33.93	4.06	0	21.73	5.77	86.65
Area Phase I	1.6	0.02	0.13	0	0	0	0.65
Operation Phase I	0.14	0.02	0.02	0	0.02	0	2.35
total	37.3	67.9	8.27	0	39.48	10.7	219.63
SCAQMD Threshold	550	100	75	150	150	55	NA
Significant?	No	No	No	No	No	No	
<b>3<sup>rd</sup> Quarter 2011 – 3<sup>rd</sup> Quarter 2012</b>							
PIV Building Construction	20.48	28.1	4.96	0.01	1.88	1.72	325.25
PIV Coating	0.15	0.01	14.32	0	0	0	0.88
PIV Paving	10.87	14.61	2.45	0	1.27	1.16	34.82
Area Phase I	1.6	0.02	0.13	0	0	0	0.65
Operation Phase I	0.14	0.02	0.02	0	0.02	0	2.35
Area Phase II	1.6	0.02	0.13	0	0	0	1.30
Operation Phase II	0.11	0.01	0.01	0	0.02	0	4.70
total	34.95	42.79	22.02	0.01	3.19	2.88	369.95
SCAQMD Threshold	550	100	75	150	150	55	NA

Source	CO (lbs/day)	NO <sub>x</sub> (lbs/day)	ROG (lbs/day)	SO <sub>x</sub> (lbs/day)	PM <sub>10</sub> (lbs/day)	PM <sub>2.5</sub> (lbs/day)	CO <sub>2E</sub> (MT/yr)
Significant?	No	No	No	No	No	No	

Initial screening for localized significance was conducted using the SCAQMD Localized Significance screening tables. These tables show the allowable emissions in pounds per day at various distances away from the construction activities. Table 3A-8 presents the peak daily projected construction emissions as well as the maximum allowable emissions at the various receptor distances. The nearest sensitive receptors are the existing residential properties and school within 25 meters of the Proposed Project site. As is seen in Table 3A-11, PM<sub>10</sub> will exceed the 30 lbs/day threshold at 100 meters without mitigation and PM<sub>2.5</sub> will exceed the 8 lbs/day threshold at 100 meters without mitigation.

**Table 3A-11  
Unmitigated Localized Construction Emissions**

Distance	CO	NO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)
Peak Daily On-site Emissions	37.30	67.90	39.48	10.70
Allowable emissions at 25 meters	523	235	4	3
Allowable emissions at 50 meters	771	296	12	4
Allowable emissions at 100 meters	1,517	424	30	8
Allowable emissions at 200 meters	3,836	670	67	20
Allowable emissions at 500 meters	16,643	1303	178	86
Exceed Allowable emissions?	No	No	YES	YES

Table 3A-12 shows the regional construction emissions for PM<sub>10</sub> and PM<sub>2.5</sub> as mitigated by the proposed mitigation measures below and indicates that project construction activities will exceed the Localized Significance Thresholds identified in the SCAQMD Localized Significance Screening tables.

These tables, however, represent a screening-level approach to quickly identify whether the project would be in conformance with the localized significance requirements. Due to the proximity of sensitive receptors, the project was re-modeled utilizing the Screen 3 program to more precisely calculate the project's construction emissions.

**Table 3A-12  
Mitigated Construction Emissions (PM<sub>10</sub> & PM<sub>2.5</sub>)**

Source	PM <sub>10</sub> (lbs/day)	PM <sub>2.5</sub> (lbs/day)
<b>4<sup>th</sup> Quarter 2010</b>		
P11 Fine Grading	1.95	1.64
P1V Mass Grading	2.01	1.65
Area Phase I	0.00	0.00
Operation Phase I	0.00	0.00
total	3.96	3.29
Maximum Allowable: Emissions at 25 Meters	4	3
Significant?	No	Yes
<b>3<sup>rd</sup> quarter 2011 – 3<sup>rd</sup> Quarter 2012</b>		
P1V Building Construction	1.88	1.72
P1V Coating	0.00	0.00
P1V Paving	1.27	1.16
Area Phase I	0.00	0.00
Operation Phase I	0.00	0.00
Area Phase II	0.00	0.00
Operation Phase II	0.00	0.00
total	3.15	2.88
Maximum Allowable: Emissions at 25 Meters	4	3
Significant?	No	No

Table 3A-10 presents the peak daily projected construction emissions, as mitigated by the mitigation measures proposed below, as well as the projected concentrations at the various receptor distances as determined using the Screen 3 modeling program, which is much more precise than the SCAQMD Localized Significance method of analysis. With mitigation incorporated into the Proposed Project both PM<sub>10</sub> and PM<sub>2.5</sub> are below the applicable localized significance threshold for receptors at a distance of 25 meters or less.

**Table 3A-13  
Mitigated Localized Construction Emissions Concentrations<sup>1</sup>**

<b>Distance</b>	<b>PM<sub>10</sub> (24-Hr Conc.)</b>	<b>PM<sub>2.5</sub> (24-Hr Conc.)</b>
Peak Daily Emissions (lb/day)	3.98	3.29
Concentration at 25 meters	9.52	3.63
Concentration at 50 meters	3.00	1.14
Concentration at 100 meters	0.30	0.11
Concentration at 200 meters	0.00	0.00
Concentration at 500 meters	0.00	0.00
Concentration at 800 meters	0.00	0.00
Concentration at 1000 meters	0.00	0.00
Ambient Air Quality Standard	10.40 µg/m <sup>3</sup>	10.40 µg/m <sup>3</sup>
Exceeds Standard?	No	No
<sup>1</sup> PM <sub>10</sub> and PM <sub>2.5</sub> are in µg/m <sup>3</sup>		

Operational Emissions

SB 352, passed in October 2003, requires the governing board of a school district to consider potential health impacts associated with locating a new school within 500 feet of a freeway or busy traffic corridor. This is a significant issue because many studies have shown significantly increased levels of pollutants, particularly diesel particulates, in close proximity to freeways and other major diesel sources. Therefore, the intent of SB 352 is to protect school children from the health risks posed by pollution from heavy freeway traffic and other nonstationary sources in the same way that they are protected from industrial pollution. Specifically, SB 352 requires a demonstration that air quality at the proposed site is such that neither short-term (i.e., 24-hour PM<sub>10</sub>, 1-hour NO<sub>2</sub>, and 1-hour and 8-hour CO) nor long-term (i.e., chronic and carcinogenic) exposure from mobile or stationary sources pose significant health risks to pupils. No freeway or busy traffic corridor is located within 500 feet of the proposed school location. The closest freeway to the school site is Highway 101, which is located approximately 0.27 miles (1,425.6 feet) north of the proposed project site. In addition, carcinogenic and noncarcinogenic exposures to hazardous and/or acutely hazardous air emissions generated from facilities within a 0.25-mile radius of the proposed school site location are not anticipated to pose an actual or potential endangerment to persons who attend or work at the proposed school facility, as detailed in the baseline health risk assessment prepared for the project site. Operational impacts to new school facility occupants would be less than significant, and no mitigation measures are required.

**Mitigation Measures**

Implementation of the following mitigation measures would reduce construction-related emissions to the extent feasible:

- M 3A-1:** The construction contractor shall ensure that soil stabilizers are applied to all areas that will be inactive for more than 5 consecutive days. This will reduce fugitive PM<sub>10</sub> and P<sub>M2.5</sub> emissions by up to 84%;
- M 3A-2:** The construction contractor shall ensure that all ground cover is replaced as soon as possible after the completion of construction activities. This will reduce fugitive PM<sub>10</sub> and PM<sub>2.5</sub> emissions by up to 5%;
- M 3A-3:** The construction contractor shall ensure that the site be watered at least 4 times per day during demolition and construction activities. This will reduce fugitive PM<sub>10</sub> and PM<sub>2.5</sub> emissions by up to 69%;
- M 3A-4:** The construction contractor shall ensure that all debris/soil/material being loaded or unloaded is sufficiently saturated to prevent emitting plumes of visible dust during loading/unloading activities; and
- M 3A-5:** Where feasible, the construction contractor shall ensure that diesel particulate filters are used with all construction equipment during demolition phases. This reduces exhaust PM<sub>10</sub> and PM<sub>2.5</sub> emissions by up to 85%.

### **Residual Impacts**

The Proposed Project will result in less than significant residual impacts with mitigation.

#### **Impact 3A-4 The Proposed Project would have a significant impact if it would cause a significant contribution to GHG emissions.**

*The Proposed Project would not cause a significant contribution to GHG emissions.*

Pursuant to Senate Bill 97 (Chapter 185, 2007), the OPR is currently in the process of developing CEQA guidelines on how to address global warming emissions and mitigation of project-specific GHGs. OPR is required to prepare, develop, and transmit the guidelines on or before July 1, 2009. In the interim, OPR has published a Technical Advisory to assist lead agencies in determining what steps it should take to address climate change in its CEQA documents. OPR recommends the following three step approach for assessing the significance of GHG emissions from a project in order to comply with CEQA: (1) identify and quantify the GHG emissions; (2) assess the significance of the impact on climate change; and (3) identify alternatives and/or mitigation measures that will reduce the impact below significance.<sup>89</sup> The Technical Advisory acknowledges, however, that in the absence of formally adopted significance thresholds for measuring GHG emissions, local agencies will have to make significance determinations on a project-by-project basis, focusing on whether the GHG emissions

<sup>89</sup> OPR, Technical Advisory, CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality (CEQA) Act Review, issued June 19, 2008.

from a project have the potential to have a significant impact on climate change. SCAQMD has recommended a similar strategy.<sup>90</sup>

The Proposed Project would result in direct emissions of GHGs. Project-related GHG emissions from operation (i.e., vehicles, natural gas consumption, landscape equipment, electric use, potable water treatment, wastewater treatment, and solid waste transport/disposal) and construction activities were calculated using URBEMIS2007 and USEPA and EIA emission factors. GHG emissions associated with the project are shown in Table 3A-13. The Proposed Project would result in a net-increase in mobile-source and energy use GHG emissions. Based on the data and analysis summarized herein, project-related GHG emissions represent less than a fraction of a percent of total 1990 Statewide GHG emissions.

**Table 3A-14**  
**Project-Generated Net Increase in CO<sub>2</sub> Emissions<sup>91</sup>**

Source	Net Increase in CO <sub>2</sub> Emissions	
	Tons per Year	As a Percent of 1990 State Emissions <sup>a</sup>
<b>Construction</b>		
Annual Construction Emissions	668	0.000014
<b>Operational Emissions – Year 2012</b>		
Mobile Sources	3,200	0.0000068
Area Sources	134	0.0000003
Energy Use	6,312	0.000013
<b>Total Operational Increase</b>	<b>9,646</b>	<b>0.000020</b>

<sup>a</sup> Based on CARB emissions inventory of GHG emissions for the State of California in 1990 of 471 million short tons of CO<sub>2e</sub> (427 million metric tons of CO<sub>2e</sub>) of in-state emissions adopted in December 2007. The 1990 CO<sub>2e</sub> levels are the year 2020 GHG emissions targets established under AB32.<sup>92</sup>

CARB has adopted, as of June 2007, the Early Action Plan under AB32 to identify early action measures to reduce GHG emissions within the state. Since adoption, CARB has subsequently amended its Early Action Plan to include additional GHG reduction measures. In addition to CARB strategies, CAT has released their Early Action Plan for emission reduction programs that fall outside of CARB's jurisdiction. Among those measures identified by CARB to be initiated within the 2007 to 2009 period that are relevant for new residential, commercial, and institutional development are measures for energy efficiency, including use of light-colored (cooler) paving, cool roofs, and shade trees to reduce the heat island effect.<sup>93</sup> GHG reduction strategies identified by CAT that are applicable to new school development are both regulatory and voluntary.<sup>94, 95</sup>

<sup>90</sup> James Kolzumi, Air Quality Specialist, South Coast Air Quality Management District (SCAQMD), Personal Communication. April 27, 2007.

<sup>91</sup> URBEMIS2007, Version 9.2.4, and EIA 2006, Table C14.

<sup>92</sup> California Energy Commission (CEC), 2006a. *Inventory of California Greenhouse Gas Emissions and Sinks 1990 to 2004*, California Energy Commission Staff Paper, Sacramento, California, Report CEC-600-2006-013.

<sup>93</sup> A dome of elevated temperatures over an urban area caused by structural and pavement heat fluxes and pollutant emissions (USEPA).

<sup>94</sup> California Climate Action Team (CCAT), 2007, April, Climate Action Team Proposed Early Actions to Mitigate Climate Change in California.

All new LAUSD schools are built in accordance with the Collaborative for High Performance School (CHPS) Criteria.<sup>96</sup> Criteria points are awarded when project features incorporate design or operational elements that promote energy efficiency, water efficiency, good site planning, sustainable materials, and an improved indoor environmental quality. The Proposed Project would include 32 or more CHPS criteria points (or features), and would meet the criteria for a certified CHPS school (see Chapter 2 for listed features). These design and operational elements incorporated into the Proposed Project would help to reduce operational GHG emissions to the extent feasible.

While no thresholds have been established, interim guidelines on GHG analysis provided by OPR require that projects evaluate their contribution to global climate change by quantifying GHG emissions and determining the level of significance. As shown in Table 3A-14, the Proposed Project would result in a net increase of 9,646 tons per year of CO<sub>2</sub> emissions; however, the Proposed Project would incorporate energy efficiency features that would help to reduce project-related GHG emissions. Although the Proposed Project would still result in a slight increase in GHG emissions from existing sources, the Proposed Project's GHG emissions are minimal when compared to the identified reduction levels in the CARB early action measures, or when viewed as a percentage of 1990 emission levels. Consequently, the Proposed Project alone would not significantly contribute to global climate change; and therefore, its contribution to potentially significant cumulative impacts related to GHG emissions would be less than significant and less than cumulatively considerable.

#### **Mitigation Measures**

No mitigation measures are required.

#### **Residual Impacts**

This impact would be less than significant without mitigation.

### **3A.5 Cumulative Impacts**

**Impact 3A-5 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).**

*Construction and operation of the Proposed Project would not result in a cumulatively considerable impact to air quality.*

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<sup>95</sup> California Air Resources Board (CARB), 2007, October, Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California Recommended for Board Consideration.

<sup>96</sup> Collaborate for High Performance Schools (CHPS), 2001, High Performance Schools Best Practices Manual, Volume III Criteria, November 1. < [http://www.CHPS.net/manual/documents/2002\\_updates/CHPSvIII.pdf](http://www.CHPS.net/manual/documents/2002_updates/CHPSvIII.pdf)>

The project area is designated as a non-attainment area for ozone and PM<sub>10</sub>. The project-specific evaluation of emissions presented in the preceding analysis supports a conclusion that with mitigation the air quality impacts for the Proposed Project are less than significant on an individual project basis. CEQA Section 21100 (e) addresses evaluation of cumulative effects allowing the use of approved land use documents in a cumulative impact analysis. *CEQA Guidelines* Section 15064 (i)(3) further stipulates that for an impact involving a resource that is addressed by an approved plan or mitigation program, the lead agency may determine that a project's incremental contribution is not cumulatively considerable if the project complies with the adopted plan or program. In addressing cumulative effects for air quality, the AQMP is the most appropriate document to use because the AQMP sets forth a comprehensive program that will lead the SCAB, including the project area, into compliance with all federal and state air quality standards and utilizes control measures and related emission reduction estimates based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Since the Proposed Project is in conformance with the AQMP and the Proposed Project is not significant on an individual basis, it is appropriate to conclude that the Proposed Project's incremental contribution to criteria pollutant emissions is not cumulatively considerable.

The new school would be developed in accordance with CHPS criteria, which ensures that energy efficiency features are incorporated into the site design and operation of the project. As the project's impacts alone would not cause or significantly contribute to global climate change and the project would be consistent with early efforts to reduce GHG emissions, the project's cumulative impacts on global climate change are less than significant and less than cumulatively considerable.

#### **Mitigation Measures**

No mitigation measures are required.

#### **Residual Impacts**

The Proposed Project would not result in a cumulative air quality impacts.

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## **CHAPTER 3B**

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### *Hazards and Hazardous Materials*

#### **3B.1 Introduction**

This section addresses potential impacts related to the release of, or exposure of people to, hazardous materials/emissions as a result of the Proposed Project. Data used to prepare this section was taken primarily from the Phase I Environmental Site Assessment (Appendix E), the Health Risk Assessment (HRA) (Appendix F), and the Pipeline Safety Hazard Assessment (PSHA) (Appendix G).

During the Initial Study process, it was determined that the Proposed Project would have a less than significant impact for 15 of the 18 hazards and hazardous material CEQA criteria for determining significance. Therefore, these issues are not discussed within the EIR. Please refer to the Initial Study (Appendix A) for details on these issue areas.

#### **3B.2 Existing Environmental Setting**

##### **On-Site Historical Uses**

###### **Northern Portion of the Site**

The northern portion of the site appears to have first been developed as early as 1921 as part of the Cosmosart Studio and Park and further developed with commercial and industrial buildings around 1927. A waterway/creek was present on this portion of the site in 1927 which at some point was replaced by a 323-foot long, 102-inch diameter (or 8.5 feet), reinforced concrete box (RCB), and by 1938 the construction of businesses occurred on the former waterway/creek area. Historic operations occurring on the northern portion of the site include metal products operations (including welding and storage), woodworking, a plumbing contractor business, door and bell manufacturing operations, painting operations, bed spring manufacturer, fruit and vegetable warehouse and bottling operations, lab and medicine equipment operation, and metal plating operations. Operations which included paint booths and paint mixing have occurred on this portion of the site. In addition, three abandoned-in-place underground storage tanks (USTs) were identified in the 218 North Juanita Avenue area of the site (owned by LAUSD). The three USTs were removed during site remediation in 1992.<sup>97</sup>

###### **Central Portion of the Site**

The central portion of the site appears to have been developed as early as 1921 with part of the Cosmosart Studio and Park and with residences along North Virgil Avenue. By 1927, the area was used for commercial and industrial operations. Commercial and industrial businesses occupied this portion of the site until approximately 1989, when the buildings were demolished and the area became part of Virgil Middle School and

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<sup>97</sup> Phase I ESA Report 4-13.

used as a recreation yard. A waterway/creek was also present on this portion of the site in 1927 and was replaced by a 323-foot long, 102-inch diameter (or 8.5 feet), reinforced concrete box (RCB) which runs through the site from Council Street to the north to 1<sup>st</sup> Street to the south.<sup>98</sup>

According to historic research (Sanborn Map dated 1950), a gasoline service station with auto body repair and a wash rack was located on the southwestern area of the central portion of the site from at least 1927 until prior to 1968.<sup>99</sup>

### **Southern Portion of the Site**

The southern portion of the site first appeared as developed prior to 1921 with residences. This portion of the site continued to be used for residential purposes until between 1970 and 1989 when the residences were demolished and by 1992 the White House Place Primary Center occupied the site.<sup>100</sup>

### **Potential On-site Hazardous Materials**

According to the City of Los Angeles Department of City Planning, Bureau of Engineering, Parcel Profile Reports and Citywide Methane Ordinance Map A-20960, the site is located within the City of Los Angeles Methane Hazard Zone due to its proximity to the Los Angeles Oil Field. Based on this information, on-site methane testing and/or methane mitigation measures are warranted to assess for potential methane/hydrogen sulfide hazards.<sup>101</sup>

### **Hazardous Materials on the Northern Portion of the Site**

No hazardous materials handling or storage was observed on the two Virgil Middle School Faculty Parking Lots.

Pear Garden Produce stores small quantities of treatment chemicals for their water recycling system. These treatment chemicals consist of chlorine and bleach products commonly used for treatment of swimming pools. The chemicals are stored in 55-gallon polyethylene containers on top of secondary containment pallets. No leaking or staining was observed in the areas of chemical storage and the secondary containment was in good condition. Two aboveground storage tanks (AST) were observed on the Pear Garden Produce portion of the site during the site reconnaissance. These ASTs are each 10,000 gallons in capacity and are used for the water recycling operation. The water recycling system is sampled quarterly by Los Angeles City Sanitation Bureau and their waste water maintenance company for quality assurance. No other aboveground storage tanks were observed on the northern portion of the site.

South Coast Towing has some small quantity hazardous materials storage at the facility. Small containers of antifreeze, motor oil, transmission fluid, and automobile

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<sup>98</sup> Phase I ESA Report 4-13.

<sup>99</sup> Ibid.

<sup>100</sup> Ibid.

<sup>101</sup> Phase I ESA Report 3.4.2

batteries were observed throughout this area of the site. In addition to the containers of hazardous materials, this area of the site also stored damaged vehicles, some of which appear to be leaking automotive fluids. Areas of oil staining were observed in the car storage area. In addition, the concrete pavement in the vehicle storage area was in poor condition with several cracks observed. Hazardous waste storage was also observed on this portion of the site. Hazardous waste was stored along the southeastern portion of the property just west of the alley. Secondary containment was not provided for this storage area and appeared to be leaking into the adjoining City-owned alley.

Midway Ford is an automotive repair facility that has multiple containers stored on-site. These containers store automobile fluids including oil, transmission fluid, and antifreeze. These types of materials are also generated as hazardous wastes. Hazardous materials storage is limited to the on-site buildings. The hazardous waste storage area is located along the southern boundary of the site and is in a covered area. Secondary containment is not provided for these waste containers (55-gallon drums) and staining and spillage were observed on the containers, concrete flooring, and adjacent to the aboveground hydraulic automobile lifts.

During the site reconnaissance, eight on-site groundwater monitoring wells were observed. Six of these wells were present on the Midway Ford property and the remaining two in the Belmont ES No. 2 parcels.

Based on the existence of building from the 1920s, there is a potential that asbestos-containing materials and/or lead-based paint are present in the existing building structures. Also, there is the potential that historical lead-based paint was used around the former building locations.

#### **Hazardous Materials on the Central Portion of the Site**

No hazardous materials handling or storage, underground storage tanks, or aboveground storage tanks were observed on the central portion of the Proposed Project site.

#### **Hazardous Materials on the Southern Portion of the Site**

No hazardous materials handling or storage, underground storage tanks, or aboveground storage tanks were observed on the southern portion of the Proposed Project site.

### **Regulatory Database Review**

A records search Environmental Database Report of federal, State, and local regulatory databases was performed to determine whether any known contaminated sites were located on, or in the vicinity of, the Proposed Project site. Specifically, these databases identify properties or locations that have had known releases of regulated substances, or which have histories involving the use, storage, treatment, generation, disposal, or handling of hazardous substances. The searches of the various databases were within a 0.25-mile radius around the Proposed Project site.

## Proposed Project Site

The site was identified on several databases searched by Environmental Database Report. The White House Place Primary Center (108 South Bimini Place) was identified on the Resource Conservation and Recovery Act-Large Quantity Generator database. The database listing indicated the disposal of lead in unknown amounts. No violations were reported in association with the Resource Conservation and Recovery Act listing. While ENSR found no evidence of improper hazardous waste storage or disposal during the site visit (on February 28, 2008), it is possible that lead may have been improperly stored or disposed of on site; however, based on the information reviewed during this assessment, this site listing does not present a recognized environmental condition (REC) in association with the Proposed Project site.

Midway Ford Body Shop (206 North Juanita Avenue) and Virgil Middle School (152 North Vermont Avenue) were identified on the Resource Conservation and Recovery Act -Small Quantity Generator database. No violations were reported in association with the Resource Conservation and Recovery Act listings, and no further pertinent information was reported in association with the Resource Conservation and Recovery Act listings. Based on the non-contamination related nature of the database and case status, this site listing does not present a REC in association with the Proposed Project site.

Mary Carroll Trust (218 North Juanita Avenue) was identified on the Cortese database. The Cortese database was listed in association with the associated LUST database listing. The LUST database listing indicated a June 23, 1993 release of gasoline which impacted groundwater, other than drinking groundwater. Pollution characterization was reported to begin the day of the reported release date. The gasoline release was abated via excavation and disposal. The site was issued a closed case status on December 13, 1996. Based on the case status and historic nature of this listing, this site presents a HREC in association with the Proposed Project site.

Trust Services of America (218, 220, 224 North Juanita Avenue) was identified on the ENVIROSTOR database. Contamination was reported to be detected in the groundwater. The FIT report recommended a No Further Action letter for the Environmental Protection Agency. Based on the historically known contamination at the site, this presents a HREC at the site, and it is possible that soil and/or groundwater is potentially still impacted with contaminants below the site; however, without actual sampling and analysis this determination cannot be determined by ENSR.

## Project Vicinity

Seventeen Resource Conservation and Recovery Act/Resource Conservation and Recovery Act Information System, Small or Large Quantity Generators are located within ¼ mile of the Proposed Project site; however, only two sites, Midway Body Shop (200 North Vermont Avenue) and American Industrial (former located at 201 North Westmoreland Avenue), are located adjacent to the Proposed Project site. All seventeen sites are listed with no reported violations. Based on this information, these sites do not appear likely to impact the Proposed Project site.<sup>102</sup>

The Phase I Environmental Site Assessment concluded that none of the off-site facilities identified in the Environmental Database Report (Table 3B-1) are likely to impact the Proposed Project site except for possible contamination impacting the site from former operations located at Value Charter School (221 North Westmoreland Avenue), a former ARCO station (3737 Beverly Boulevard), Ford Motor (200 North Vermont Avenue), a Shell Service Station (341 Vermont Avenue), and ATT/SBC (316 North Juanita Avenue).<sup>103</sup>

**Table 3B-1  
Sites within ¼ Mile Identified in Database List**

Facility Name	Address	Proximity	Database List
Culligan Water Services	315 North Hoover Street	¼ mile	CERCLIS ENVIROSOR
2nd & Juanita Avenue Dump	2nd / Juanita Avenue	1/8 mile	TSD/IS/SWIS/SWAT
Value Charter School	221 North Westmoreland Avenue	50 feet	ENVIROSTOR
Belmont New Elementary No. 6	North Vermont Avenue/Council Street	1/16 mile	ENVIROSTOR
Belmont/Hollywood No. 1	Oakwood Avenue/Juanita Avenue	1/8 mile	ENVIROSTOR
Commonwealth Elementary School	213 South Commonwealth Avenue	¼ mile	ENVIROSTOR
Midway Ford	200 North Vermont Avenue	25 feet	LUST CORTESE UST
Pedus Services Inc	3500 West 1st Street	50 feet	LUST CORTESE UST
American Industrial Services	201 North Westmoreland Avenue	200 feet	LUST CORTESE
(Former) ARCO	3737 Beverly Boulevard	300 feet	LUST CORTESE
AT&T, SBC	316 Juanita Avenue	325 feet	LUST CORTESE
Pacific Bell	316 Juanita Avenue	1/16 mile	LUST CORTESE
Columbia Pest Control	101 North Virgil Avenue	1/16 mile	LUST

<sup>102</sup> Phase I ESA Report 5.2.

<sup>103</sup> Ibid.

Facility Name	Address	Proximity	Database List
Facility			CORTESE
Silverlake Car Wash	3595 Beverly Boulevard	1/16 mile	LUST CORTESE
Unocal #6377	304 North Vermont Avenue	1/16 mile	LUST CORTESE
Shell Oil Service	341 Vermont Avenue	550 feet	LUST CORTESE
McClelland Property/ARCO	3644 Beverly Boulevard	1/8 mile	LUST CORTESE
Chevron #9-0373	3631 Beverly Boulevard	1/8 mile	LUST CORTESE
McClelland/Western Exterminator	3564 Beverly Boulevard	1/8 mile	LUST CORTESE
(Former) Panglossian Development Corporation	240 North Virgil Avenue	1/8 mile	LUST CORTESE
Pacific Bell (G1-185)	3804 Oakwood Avenue	1/8 mile	LUST CORTESE
Department of Transportation	411 North Vermont Avenue	850 feet	LUST CORTESE
Mobil Service Station	301 North Virgil Street	850 feet	LUST CORTESE
Fire Station #6	326 North Virgil Street	1,000 feet	LUST
Chevron Station LA00894	3501 West Temple Boulevard	¼ mile	LUST CORTESE
Leslie Family Trust	3566 West 3rd Street	¼ mile	LUST CORTESE SLIC
Won S. Woo	310 south Berendo Street	¼ mile	LUST CORTESE
Steiner Corporation	201 North Westmoreland Avenue	200 feet	UST
Nielson WH	3436 West 1st Street	25 feet	EDR Historical Auto Station
Ruben Bros	3718 Beverly Boulevard	200 feet	EDR Historical Auto Station
Topper's Auto Body & Paint Shop		¼ mile	SWRCY
Cosmopolitan Laundry Company	221 North Westmoreland Avenue	200 feet	EDR Historical Cleaners

## Off-site Generators of Hazardous Air Emissions

Properties within a ½-mile radius (2,620 feet) were surveyed to identify facilities that have the potential for generating hazardous and acutely hazardous air emissions. As required by Public Resources Code Section 21151.8 and Education Code Section 17213, all facilities within a ¼-mile radius were characterized. Facilities within a ½-mile radius were not considered significant emission sources; and therefore, were not characterized.

Facility information provided by business owners/operators, as well as data collected from the U.S. EPA, Cal EPA, and the South Coast Air Quality Management District (SCAQMD), was reviewed to assist in the identification of potential emitters. The assessment also considered the impact of potential long term (i.e., chronic) exposures to hazardous emissions generated from mobile source activity associated with vehicles traversing the U.S Route 101 (Mile Post 4.397) and several associated on- and off-ramps (Mile Posts 4.534, 4.484, 4.291, 4.135, 3.921, 3.863, 3.688).

Based on the above survey and records review, the following sources were identified:

1. Vermont Coffee & Teriyaki House, 3560 West 1st Street
2. Insurance Collision Centers, 3415 West 2nd Street
3. Southern California Gas Company, 3333 West 2nd Street
4. Von's, 3461 West 3rd Street
5. 76 Gas Station, 3501 West 3rd Street
6. Classic Collision, Inc., 248 South Berendo Street
7. J&P Auto Center, 3551 Beverly Boulevard
8. Express Label, Inc., 3655 Beverly Boulevard
9. The Mexican Village, 3668 Beverly Boulevard
10. Prime Auto Body Specialist, 3700 Beverly Boulevard
11. Midway Ford, 3718 Beverly Boulevard
12. High Tech Auto Body, 3818 Beverly Boulevard
13. Mecko Express, 3909 Beverly Boulevard
14. Unity Auto Specialists, Inc., 150 South Bimini Place
15. Temple Community Hospital, 235 North Hoover Street
16. Chevron, 3625 West Temple Street
17. Beverly Auto Body Shop, 3639 West Temple Street
18. Virgil Middle School, 152 North Vermont Avenue
19. Thai Delight, 186 South Vermont Avenue
20. Midway Motors, 200 North Vermont Avenue
21. 76 Gas Station, 304 North Vermont Avenue
22. Shell Gas Station, 341 North Vermont Avenue
23. Frostonya Apartments, 346 North Vermont Avenue
24. California Highway Patrol, 437 North Vermont Avenue
25. Best Burger Teriyaki, 101 South Vermont Avenue
26. Burger King, 181 South Vermont Avenue
27. Soot Boolguirim 2, 189 South Vermont Avenue
28. LAFD Station 6, 326 North Virgil Avenue
29. Hong-Ik Design & Printing, 200 North Westmoreland Avenue
30. U.S Route 101

### **3B.3 Applicable Regulations**

#### **Applicable Regulations, Plans, and Standards**

##### **California Education Code**

Provisions of the California Education Code prohibit the approval of a project involving the acquisition of a school site by the governing board of a school district unless the following occur:<sup>104</sup>

- A. It is determined that the property to be purchased or built upon is not any of the following:
  1. The site of a current or former hazardous waste disposal site or solid waste disposal site unless, if the site was a former solid waste disposal site, the school board concludes that the wastes have been removed.
  2. A hazardous substance release site identified by the State Department of Health Services for removal or remedial action pursuant to the Health and Safety Code.
  3. A site that contains one or more pipelines (above or underground) which carries hazardous substances, acutely hazardous materials, or hazardous wastes, unless the pipeline is a natural gas line which is used only to supply natural gas to the school or neighborhood.
- B. In preparing the environmental impact report or negative declaration, the Lead Agency must consult with the administering agency in which the proposed school site is located and with any air pollution control district or air quality management district having jurisdiction in the area. Prior to approval of a new school site, the LAUSD must:
  1. Identify facilities within 0.25 mile of the proposed school site, which might reasonably be anticipated to emit hazardous air emissions or to handle hazardous or acutely hazardous materials, substances, or waste. The lead agency shall include a list of the locations for which information is sought.
  2. Determine that the health risks from facilities do not and will not constitute an actual or potential endangerment of public health to persons who attend or are employed at the school.
  3. If impacts are identified, mitigate of all chronic or accidental hazardous air emissions prior to school occupancy and the governing board shall certify a determination of no actual or potential endangerment.

##### **Hazardous Materials Management Act**

A hazardous material is any substance that possesses qualities or characteristics that could produce physical damage to the environment and/or cause deleterious effects upon human health (Title 22, CCR). The Hazardous Materials Management Act requires that businesses handling or storing certain amounts of hazardous materials prepare a Hazardous Materials Business Plan, which includes an inventory of hazardous materials stored on site that are above specified quantities, an emergency response plan, and an employee training program. Businesses that use, store, or handle 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas at standard temperature

<sup>104</sup> California Education Code Section 17213 (formerly Section 39003).

and pressure require Hazardous Materials Business Plan. Plans must be prepared prior to facility operation and are reviewed/updated biennially (or within 30 days of a change).

### **Tanner Act**

The Tanner Act, adopted in 1986, governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in the State of California. The Tanner Act also mandates that each county adopt a Hazardous Waste Management Plan. To be in accordance with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define (1) the planning process for waste management; (2) the permit process for new and expanded facilities; and, (3) the appeal process available to the State for certain local decisions.

## **3B.4 Impacts and Mitigation**

The environmental impact analyses presented below are based on the determinations made in the IS for issues that were determined to be potentially significant or potentially significant with mitigation incorporated, or for issues identified by reviewing agencies, organizations, or individuals commenting in the IS that made a reasonable argument that the issue was potentially significant (See Responses to NOP/Initial Study, Appendix A).

### **Methodology**

The information in this chapter is based upon review of Phase I Environmental Site Assessment, Health Risk Assessment, and Pipeline Safety Hazard Assessment prepared for the Proposed Project. The potential impacts are described in terms of likelihood and severity of public contact with hazardous materials and whether this level of contact would be considered to result in significant, adverse impact. Where significant impacts would occur from implementation of the Proposed Project, mitigation measures are recommended to reduce the potential impacts to less than significant levels.

### **Criteria for Determining Significance**

The Proposed Project would result in significant impacts related to hazards or hazardous materials if it would:

- Create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Be located within 0.25 mile of any facilities, which might be reasonably anticipated to emit hazardous materials, substances, or waste;
- Be located within 1,500 feet of a pipeline that may pose a safety hazard; and/or
- Result in a cumulatively considerable hazard impact.

## Project Impacts

**Impact 3B-1: The Proposed Project would have a significant impact if it would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.**

*The Proposed Project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Impacts would be less than significant.*

Demolition and grading activities associated with the Proposed Project may result in the release of hazardous materials. However, compliance with existing laws and regulations will reduce these impacts to a level below significant.

As described above, the previous land uses on the Proposed Project site consisted of school/recreational, residential, industrial, and commercial uses. Historical uses of several of the parcels on the southwestern corner of the property suggests auto repair.<sup>105</sup> Additionally, the Proposed Project site was first improved with residences as early as 1921.<sup>106</sup>

Commercial structures will be demolished and removed prior to construction of the Proposed Project. Asbestos-containing materials, lead-based paint, and organochlorine pesticides may be present in the existing buildings.<sup>107</sup> Demolition activities could result in the accidental release of asbestos-containing materials, lead-based paint, and organochlorine pesticides if not properly handled and disposed. These materials will be identified and disposed of in accordance with established standards and procedures set by regulations of LAUSD, the South Coast Air Quality Management District, and the California Department of Health Services. Additionally, the Department of Toxic Substances Control requires evaluation of all potentially impacted structures and appropriate remediation of the asbestos-containing materials, lead-based paint, and soil containing organochlorine pesticides. This includes conducting and analyzing soil samples following demolition to confirm that historical activities and/or demolition activities have not impacted the Proposed Project site. Department of Toxic Substances Control requires that soil sample results, along with proper asbestos abatement certification of asbestos-containing materials be submitted to Department of Toxic Substances Control prior to issuing a no further action determination. The LAUSD will implement each of the foregoing required measures, and will adhere to these agencies' standards and procedures. The implementation of these measures and adherence to these standards and procedures will reduce potential impacts to less than significant levels.

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<sup>105</sup> SCS Engineers, *Phase I Environmental Site Assessment*, Central Region High School #20, February 11, 2008, p. 21.

<sup>106</sup> Ibid.

<sup>107</sup> Ibid, p. 24.

School operations are not expected to result in the release of hazardous materials into the environment. The types of hazardous materials associated with the operation of a school would generally be limited to those associated with janitorial, maintenance, and repair activities, such as commercial cleansers, lubricants, and paints. Additionally, certain courses such as chemistry and biology may involve the use of small quantities of chemicals, fuels, and other petroleum products, solvents, and paints. The amounts and use of these hazardous materials would be very limited for school operations and be subject to federal, State and local health and safety requirements. Such requirements would be incorporated into the design and operation of the school such as providing for, and maintaining, appropriate storage areas for hazardous materials, installing or affixing appropriate warning signs and labels, using commercial services that specialize in the recycling of used automotive fluids (i.e., collect such fluids on a regular basis to minimize the quantity of stored on campus), installing emergency wash areas for flushing irritating automotive fluids from eyes and exposed skin areas should contact occur, providing for well-ventilated areas in which to use paints and solvents, and maintaining adult supervision during student's use of hazardous materials.

Based on the nature and use of hazardous materials at the proposed school, there are no reasonably foreseeable upset and accident conditions that would create a significant hazard to the public due to the release of hazardous materials. In the unlikely event of such an occurrence, school administrators would immediately contact the local police or fire department for an appropriate emergency response. As a school facility, procedures for systematic evacuation of students from classrooms and other school facilities would be established and practiced regularly. Therefore, impacts would be less than significant.

#### **Mitigation Measures**

No mitigation measures are required.

#### **Residual Impacts**

Impacts would be less than significant without mitigation.

**Impact 3B-2: The Proposed Project would have a significant impact if it would be located within 0.25 mile of any facilities, which might be reasonably anticipated to emit hazardous materials, substances, or waste.**

*Impacts to the occupants of the Proposed Project site related to hazardous materials, substances or wastes would be less than significant.*

Hazardous and/or acutely hazardous air emissions including carcinogenic risks, non-carcinogenic hazards, criteria pollutant exposures, and accidental releases could be generated from facilities located within 0.25-mile radius from the Proposed Project site. However, following implementation of applicable laws and regulations, these risks would be reduced to a less than significant level.

The site lies approximately 500 feet north of the former City of Los Angeles Oil Field and within the City of Los Angeles Methane Zone. The site is not located within a designated oil field but is located within the administrative boundaries of the City of Los Angeles Oil Field, thus qualifying it as being located within a designated Methane Zone. Furthermore, oil or gas wells or associated gathering lines were not identified during the site visit.<sup>108</sup>

The records review and survey of the Proposed Project site identified 32 facilities within 0.25-mile that are identified in a regulatory database list (See Table 3B-1).<sup>109</sup> As such, an HRA was prepared to determine the potential carcinogenic and non-carcinogenic exposure to students and teachers at the Proposed Project site.

Health risks associated with exposure to carcinogenic compounds at the proposed school facility can be defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given exposure. The cancer risk probability is determined by multiplying the chemical's annual concentration by its risk factor. The risk factor is a measure of the carcinogenic potential of a chemical when a dose is received through inhalation. It represents an upper estimate of the probability of contracting cancer as a result of continuous exposure to an ambient concentration of one microgram per cubic meter ( $\mu\text{g}/\text{m}^3$ ) over a 70 year lifetime. The State established a threshold of one in one hundred thousand (1E-05) as a level posing no significant risk for carcinogens regulated under the Safe Drinking Water and Toxic Enforcement Act.<sup>110</sup> The HRA determined that for carcinogenic exposures, the summation of risk totaled 2.9E-06 (2.9 in one million) for adults and 1.2E-06 (1.2 in one million) for students.<sup>111</sup> In comparison to the threshold level referenced above, carcinogenic risks fall within the acceptable limits.

An evaluation of the potential non-cancer effects of chronic exposure to chemicals was also conducted. Adverse health effects were evaluated by comparing the annual ground level concentration of each chemical compound with its appropriate reference exposure level. Reference exposure levels are established by the EPA. Concentrations can be inhaled or eaten. To calculate the hazard index, each chemical concentration or dose is divided by the appropriate toxicity value. Where the total exceeds one, a health hazard is presumed to exist. For non-carcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than one for both students and staff.<sup>112</sup> Therefore, chronic non-carcinogenic hazards were predicted to be within acceptable limits.

Hazardous material accidental release risks are assessed under the auspices of the California Accidental Release Prevention (CalARP) Program. Information related to potential accidental releases is available through a facility's submittal of a Risk Management Plan. As a result, should a stationary source employ a covered process

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<sup>108</sup> Phase I ESA Report 6-5.

<sup>109</sup> Ibid, 5-2.

<sup>110</sup> Health Risk Assessment For Central Region Elementary School No. 20 Site #11, The Planning Center, July 2008, p. 14.

<sup>111</sup> Ibid. p. 22.

<sup>112</sup> Ibid.

utilizing more than a threshold quantity of a regulated substance, a subsequent determination is required to comply with the provisions of the federal Accidental Release Prevention Program (Title 40, Code of Federal Regulations, Part 68) and related requirements of the State pursuant to Article 2, Chapter 6.95 of the Health and Safety Code. Available information collected during the source identification process (e.g., regulatory records review) did not reveal the presence of a regulated substance in excess of a defined threshold quantity that may present an acute hazard from a process upset and/or accidental release. Thus, the potential of an accidental release is considered a less than significant impact.

#### **Mitigation Measures**

No mitigation measures are required.

#### **Residual Impacts**

Impacts would be less than significant without mitigation.

**Impact 3B-3: The Proposed Project would have a significant impact if it would be located within 1,500 feet of a pipeline that may pose a safety hazard.**

*The Proposed Project would not be located within 1,500 feet of a pipeline that would pose a safety hazard.*

A 6-inch high pressure natural gas pipeline is located approximately 315 feet east of the project site. LAUSD conducted a Pipeline Safety Hazard Assessment (PSHA) for the identified pipeline in accordance with the protocol set forth in its "User Manual -- Pipeline Safety Hazard Assessment," dated February 6, 2004, and assessed the hazards through specified measures.<sup>113</sup>

After evaluating the 6-inch natural gas pipeline it has been determined that although the pipeline is located within 1,500 feet of the project site, the hazard footprints of the pipeline do not reach the boundary of the school site.<sup>114</sup> Therefore, a quantitative risk analysis is not necessary, and mitigation measures are not required. There is no significant risk to students or staff at the school site should a release or rupture of this pipeline were to occur.

#### **Mitigation Measures**

No mitigation measures are required.

#### **Residual Impacts**

Impacts would be less than significant without mitigation.

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<sup>113</sup> LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004. Draft PEIR p. 3.8-15 and 3.8-16.

<sup>114</sup> Pipeline Safety Hazard Assessment, The Planning Center, July 2008, p. 8.

### **3B.5 Cumulative Impacts**

**Impact 3B-4: The Proposed Project would have a significant impact if it would result in a cumulatively considerable hazard impact.**

The cumulative impact analysis considers development of the Proposed Project in conjunction with the related projects listed in Table 2-1 (List of Future Area Projects) of Chapter 2 of this EIR. None of the related projects involve activities expected to use or generate significant quantities of hazardous materials that could, in conjunction with the Proposed Project, result in a cumulatively significant impact. Risks associated with hazardous materials are largely site-specific and localized, and are thus limited to the Proposed Project site. As such, these impacts are typically addressed and mitigated to acceptable levels on a case-by-case basis. Additionally, site-specific investigations would be conducted at sites where contaminated soils or groundwater could occur to minimize the exposure of workers to hazardous substances. As such, the potential for cumulative impacts to occur is limited. Thus the Proposed Project would not contribute to cumulative impacts related to hazards or hazardous materials, nor would it result in cumulatively considerable impacts from hazards or hazardous materials.

#### **Mitigation Measures**

No mitigation measures are required.

#### **Residual Impacts**

Impacts would be less than significant without mitigation.

## **CHAPTER 3C**

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### *Land Use and Planning*

#### **3C.1 Introduction**

This section provides a discussion of potential conflicts with applicable land use plans, policies or regulations of an agency with jurisdiction over the project site. As noted in the Initial Study (Appendix A), impacts associated with physically dividing an established community and conflicts with any applicable habitat conservation plan or natural community conservation plan were found to have no impact and are not discussed in this EIR.

#### **3C.2 Existing Environmental Setting**

The Proposed Project site is located in the Wilshire Community Plan area, which is bounded by Melrose Avenue and Rosewood Avenue to the north; 18th Street, Venice Boulevard and Pico Boulevard to the south; Hoover Street to the east; and the Cities of West Hollywood and Beverly Hills to the west.

The 2000 Census recorded a Wilshire Community Plan Area population of 292,101. Existing residential land use totals 4,568 acres, including approximately 116,575 dwelling units. The Southern California Association of Governments (SCAG) projects a 2010 population of 337,144 persons. The Community Plan provides capacity to meet this projection. The General Plan Framework forecasts the following population, housing, and employment levels for the Wilshire Community Plan in the year 2010: Population (337,144); Housing (138,330 units); and Employment (197,959 jobs).

Existing commercial land uses comprise 1,054 acres. There is approximately 40,004,300 square feet of existing commercial development. Planned commercial land use, as designated in the Community Plan, totals 1,129 acres, with a projected developed commercial total of 41,833,820 square feet.

Existing industrial land use is 50 acres. There is approximately 1,527,800 square feet of existing industrial development. Planned industrial land use designated in the Community Plan is 38 acres, with a build-out projection equal to current conditions. There are 191 acres of land designated as open space. This category represents 2.1 percent of total land acreage in the Wilshire Community.

#### **Project Site Characteristics and Land Uses**

The project site is located approximately 0.27 mile south of Highway 101 and is comprised of 16 parcels on three non-contiguous developed areas (referred to as northern, central, and southern) that combined occupy a total of approximately 8.1 acres.

- The southern area occupies approximately 1.7 acres and contains the White House Place Primary Center.
- The central area occupies approximately 3.2 acres and contains Virgil Middle School playfields at the western boundary of the Virgil Middle School campus.
- The northern area occupies approximately 3.2 acres and is comprised of a combination of parcels originally acquired for Belmont No. 2 that was not built, which are currently used for Vigil Middle School parking and five parcels to be acquired by LAUSD containing commercial/manufacturing uses (tow truck yard, auto repair business, produce warehouse). In addition, Council Street between Juanita and Madison Avenues will be vacated.

## **Surrounding Land Uses**

Various land uses surround the project site and include residences, retail commercial establishments, industrial areas, and public facilities.

- The northern area is bound by commercial uses and Beverly Boulevard to the north, Council Street to the south, Madison Avenue to the east, and Juanita Avenue to the west.
- The central area is bound by Council Street to the north, First Street to the south, Westmoreland Avenue to the east, and a portion of Virgil Middle School to the west.
- The southern area is bound by First Street to the north, White House Place to the south, Bimini Place to the west, and residential land uses, a church, and Madison Avenue beyond to the east.

## **General Plan Land Use Element and Zoning Code Designations**

- The City of Los Angeles General Plan Land Use Element designates the northern area (including the Central Region Belmont Elementary School No. 2 parcels and the five parcels to be acquired) of the Proposed Project site as "Limited Manufacturing." The City Zoning Code designates this portion of the Proposed Project site as "M1-1 (Limited Industrial)."
- The central portion of the Proposed Project site is designated as "Public Facilities" and is zoned "PF-1XL (Public Facilities)."
- The City General Plan Land Use Element designates the southern portion of the Proposed Project site as "General Commercial." The southern portion of the Proposed Project site is zoned "C2-1 (Commercial)."

### **3C.3 Applicable Regulations**

There are no federal regulations related to land use that apply to the Proposed Project.

California Government Code grants California school district governing boards the authority to render city or county zoning ordinances inapplicable, in order to override county and city general plans and zoning to carry out projects related to classroom

facilities.<sup>115</sup> Under State law, the fact that a proposed school project is inconsistent with a general plan or zoning ordinance will not prevent a school district from proceeding with that project.<sup>116</sup>

Under State law, school districts are not required to comply with local land use regulations, provided each of the following steps occurs:

1. Two-thirds of the Board has voted to render the zoning ordinance inapplicable;
2. The action taken by the Board was not arbitrary or capricious; and
3. Within ten days of taking the action, the Board has given the City of Los Angeles notice of the action.<sup>117</sup>

Local land use policies and development regulations control the type of land use and the intensity of development permitted on private property.

## **City of Los Angeles General Plan Goals and Policies**

The Wilshire Community Plan sets forth planning goals, objectives, policies and programs that pertain to the Wilshire Community. Broader planning issues, goals, objectives, and policies are provided by the Citywide General Plan through its Framework Element.

The Framework provides a citywide context within which local planning takes place. Both the benefits and challenges of growth are shared. Because of its citywide scale, the Framework cannot anticipate detail of planning at the local community level. Therefore, community plans must be looked to for final determinations regarding boundaries, land use categories, development intensities, and structural heights that fall within ranges described by the Framework. The Citywide General Plan Framework Element neither supersedes nor is subservient to the community plans. It guides City long range growth and development policy, establishes citywide standards, goals, policies, and objectives for citywide elements and community plans. The Framework is flexible, suggesting a range of uses within its land use definitions. Precise determinations are made in community plans. The Proposed Project site is located within the Wilshire Community Plan Area.

## **City of Los Angeles Wilshire Community Plan**

Community Plans further refine the General Plan, and are intended to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the community. In the City of Los Angeles, 35 Community

<sup>115</sup> CCR, Title 5, Division 2, Part 1, Article 5, §53094(a)(b), 2005.

<sup>116</sup> LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (Incorporates the New School Construction Program, Draft PEIR). Published May 2004, Board Certified June 8, 2004. p. 3.10-10.

<sup>117</sup> CCR, Title 5, Division 2, Part 1, Article 5, §53094(a)(b), 2005.

Plans, including the Wilshire Community Plan, comprise the Land Use Element of the City General Plan. The Community Plans are intended to coordinate development among the 35 communities of the City of Los Angeles and among adjacent municipalities for the benefit of all residents. The Community Plans also guide development by informing the general public of City planning goals, policies, and development standards with the objective of creating a healthy and pleasant environment. Planning goals, objectives, policies, and programs are created to meet the existing and future needs of the community through the year 2010.

The following Goals, Objectives, Policies, and Programs pertain to educational facilities in the Wilshire Community Plan area.

**GOAL 4: PROVIDE ADEQUATE RECREATION AND PARK FACILITIES TO MEET THE NEEDS OF RESIDENTS IN THE WILSHIRE COMMUNITY PLAN AREA.**

- **Objective 4-1:** Conserve, maintain, and better utilize existing recreation and park facilities which meet the recreational needs of the community.
- **Policy 4-1.2:** Encourage the shared use of other public facilities for recreational purposes.
  - **Program:** The Planning Department encourages the Los Angeles Unified School District and the City's Department of Recreation and Parks to continue to develop and implement programs to fully utilize the shared use potential of each of their respective site.
- **Objective 4-4:** Expand and improve Neighborhood, Community, and Regional Parks, and Recreation Centers and Senior Citizen Centers throughout the Wilshire Community Plan Area on an accelerated basis, as funds and land become available.
- **Policy 4-4.1:** Develop new Neighborhood and Community parks to help offset the Wilshire Community's parkland deficit for both its current population, and for the projected year 2010 population.
  - **Program:** Establish joint-use agreements with the Los Angeles Unified School District and other public and private entities which could contribute to the availability of recreational opportunities in the community plan area.

**GOAL 6: FACILITATE THE PROVISION OF PUBLIC SCHOOLS AND ADEQUATE SCHOOL FACILITIES TO SERVE EVERY NEIGHBORHOOD IN THE WILSHIRE COMMUNITY PLAN AREA.**

- **Objective 6-1:** Locate schools in areas complimentary to existing surrounding land uses with buffering, convenient to local neighborhoods, and with access to recreational opportunities.

- **Policy 6-1.1:** Encourage compatibility between school locations, site layouts, architectural designs, and local neighborhood character.
  - **Program:** Require decision-makers in discretionary review actions for a proposed public school, to adopt findings which support this policy.
- **Policy 6-1.2:** Encourage public school design that buffers classrooms from noise sources.
  - **Program:** Implement appropriate provisions of the City's Noise Element of the General Plan, specific for application of daytime school use, which requires noise measurements be made over the typical hours of use, instead of a 24-hour measurement.
  - **Program:** Incorporate noise mitigation measures to reduce adverse environmental impacts in compliance with California Environmental Quality Act (CEQA) Guidelines.
- **Policy 6-1.3:** Expansion of existing public school facilities should be considered prior to acquisition of new sites.
  - **Program:** Coordinate Wilshire Community Plan Area possible school site locations with the Los Angeles Unified School District (LAUSD), the responsible agency for providing public school facilities.
- **Policy 6-1.4:** Encourage cooperation between the LAUSD and the Department of Recreation and Parks to provide shared use of schools and recreation facilities for the entire Wilshire Community.
  - **Program:** Continue to assist the LAUSD and the Department of Recreation and Parks with the shared-use program where both public schools and parks are utilized for recreational and instructional purposes.
- **Objective 6-2:** Continue to work constructively with the LAUSD to promote the siting and construction of adequate public school facilities phased with anticipated population growth in the Wilshire Community Plan Area.
  - **Policy 6-2.1:** Explore creative alternatives for providing new public school sites in the Wilshire Community Plan Area, where appropriate.
    - **Program:** Develop plans to work to resolve issues of siting and joint use of facilities, especially including strategies for school expansions in close proximity to major public transit routes.

- **Program:** Utilize the City's Annual Report on Growth & Infrastructure for growth and potential new school sites.
- **Objective 6-3:** Maximize the use of public schools for neighborhood use, and of local open space and parks for public school use.
  - **Policy 6-3.1:** Continue to encourage the siting of neighborhood facilities (e.g., libraries, parks, schools, and auditoriums) together as shared use facilities.
  - **Program:** Formulate and update plans to work to resolve issues relating to siting and the joint use of such neighborhood facilities. Identify strategies for the expansion of public school facilities including:
    - 1) Encourage siting of public schools and other neighborhood facilities within a transit station, center, or mixed-use area to maximize the most efficient use of the land provided for these services.
    - 2) Locate public middle schools and public high schools where possible, close to mass transit stations, centers, and mixed-use districts, to allow students to use the transit system to get to and from school.
    - 3) Encourage public and private redevelopment of existing public school sites in the immediate vicinity of transit stations and centers, so that the existing low density land use would be replaced by a high-intensity mixed-use development that would incorporate school facilities.
- **Objective 6-4:** Encourage the provision of charter schools, especially in the Wilshire Center area, as an effective method of delivering quality public education facilities at the neighborhood level.
  - **Policy 6-4.1:** Recognize the ability of charter schools to effectively provide classroom space in impacted urban areas.
  - **Policy 6-4.2:** Encourage the location of charter schools in the Wilshire Center area as a means to alleviate overcrowded school conditions.
  - **Program:** Prepare information for distribution at the Department of City Planning public counter outlining the permitting process for charter schools and identifying suitable land use designations and zones.

## **Vermont/Western Transit Oriented District Specific Plan**

The Vermont/Western Transit Oriented District Specific Plan was created for an approximately 2.2 square mile area within the Hollywood and Wilshire Communities "for

the purpose of making the neighborhood more livable, economically viable, as well as pedestrian and transit friendly in an effort to heal the community of the disruptions of the Nineties, mitigate population growth and achieve maximum benefit from the subway stations as a valuable public asset . . . .” The Specific Plan describes the Neighborhood Vision to the year 2020 for more public facilities and services, jobs, housing, transit ridership, growth management, and civic involvement. Furthermore, the Specific Plan is intended to implement goals and policies of the Wilshire Community Plan, Hollywood Community Plan, City General Plan Framework Element, and City Transportation Element. Of particular relevance to the Proposed Project and the following Specific Plan “intentions” (i.e., goals):

B. Encourage sufficient schools, childcare facilities, parks, public pools, soccer fields, open space, libraries, and police stations within the Plan Area by the horizon year of 2020.

K. Promote the provision of more small public parks among the residential neighborhoods.

L. Transform some neighborhood streets into shared streets thereby creating safer routes to schools and transit, adding to the public green space by planting and maintaining trees, replacing asphalt with porous surfaces, and decreasing the urban heat island affect (sic).

Q. Support the expansion of educational facilities and adult training opportunities such that area children no longer have to be transported to schools outside the area, and residents are provided with the skills to take advantage of local job opportunities.

The Specific Plan also states in its Section 11 – Public Facilities that public elementary, secondary, or high schools are permitted uses on all lots in Subarea E

### **3C.4 Impacts and Mitigation**

The environmental impact analysis presented below is based on the determinations made in the Initial Study for issues that were determined to be potentially significant or potentially significant with mitigation incorporated.

#### **Methodology**

The analysis in this section addresses the compatibility of land uses identified in the Proposed Project with existing and planned land uses adjacent to the project site. Consistency with applicable policies pertaining to land use is addressed above.

## Criteria for Determining Significance

The Proposed Project would result in significant impacts related to land use and planning if it would:

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or,
- Result in a cumulatively considerable impact on land use and planning.

## Project Impacts

**Impact 3C-1: The Proposed Project would have a significant impact if it would be in conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project site.**

*The Proposed Project would not be in conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the site.*

The Proposed Project is not consistent with some of the project site's existing general plan or zoning designations. The project site is not designated for public use and school uses are conditionally permitted. Therefore, the LAUSD would be required to obtain a conditional use permit to build a school.<sup>118</sup> However, California school district governing boards may render city or county zoning ordinances and General Plan designations inapplicable in order to carry out projects related to classroom facilities.<sup>119</sup> On May 27, 2008, the Board adopted a resolution exempting 13 projects identified under the approved 2008 Strategic Execution Plan for the New School Construction Program (approved February 26, 2008), including Central Region Elementary School No. 20.<sup>120</sup> The Board provided proper notice to the City in compliance with Government Code Section 53094.<sup>121</sup>

The Proposed Project was not previously permitted under the City of Los Angeles Zoning Code; however, Board adoption of this resolution, under Government Code Section 53094, has exempted LAUSD from complying with zoning requirements for the Proposed Project.

Additionally, in accordance with California Code of Regulations (CCR), Title 5, §14070(m), LAUSD is required to consider the compatibility of existing or proposed zoning and uses of surrounding properties with schools, so as to prevent potential

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<sup>118</sup> Los Angeles County Code, Title 22 (Planning and Zoning) <http://municipalcodes.lexisnexis.com/codes/lacounty/> Accessed July 31, 2008.

<sup>119</sup> CCR, Title 5, Division 2, Part 1, Article 5, §53094(a)(b), 2005.

<sup>120</sup> Ibid.

<sup>121</sup> Letter sent to Ms. Gail Goldberg, Director of Planning, City of Los Angeles Planning Commission, dated May 30, 2008, receipt returned June 4, 2008.

health or safety risks to students or staff.<sup>122</sup> Surrounding areas are zoned for and have residential uses. Physical effects from placing the Proposed Project in a residential neighborhood are evaluated in Sections 3A (Air Quality), 3B (Hazards and Hazardous Materials), 3D (Noise), 3E (Pedestrian Safety), 3F (Public Services), and 3G (Transportation and Traffic). While the Proposed Project is exempt from applicable zoning designations, it would not increase health or safety risks, based on the analyses completed in this EIR. Potentially significant impacts related to placing the Proposed Project in this area would be mitigated to the maximum extent feasible, as identified in the respective sections.

Therefore, because the Proposed Project is consistent with surrounding land uses and has been exempted from local General Plan and zoning requirements, impacts would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

**Residual Impacts**

Impacts would be less than significant without mitigation.

**3C.5 Cumulative Impacts**

**Impact 3C-2: The Proposed Project would have a significant impact if it would result in a cumulative land use impact.**

*The Proposed Project would not result in a cumulative land use and planning impact.*

Table 2-1 lists the related projects that are planned in the project area. This list includes five development projects located within approximately 1.5 miles of the Proposed Project site. Land use conflicts applicable to a land use plan, policy, or regulations are site specific, and the projects would not combine to create cumulative impacts related to land use plans. Therefore, the Proposed Project would not contribute to cumulative impacts to land use plans.

**Mitigation Measures**

No mitigation measures are required.

**Residual Impacts**

Impacts would be less than significant without mitigation.

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<sup>122</sup> LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR). Published May 2004, Board Certified June 8, 2004.

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## CHAPTER 3D

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### *Noise*

#### **3D.1 Introduction**

Presented within this section is information on ambient noise conditions in the vicinity of the Proposed Project site, and a discussion of potential impacts associated with noise due to construction and operation of the Proposed Project. This section evaluates the project's potential to expose persons to or to generate noise levels in excess of established standards; and the project's potential to result in a permanent increase in ambient noise levels, above levels existing without the Proposed Project. Data used to prepare this section were taken from the Noise Analysis (Appendix C).

As documented in the Initial Study (Appendix A), impacts associated with exposure of people to excessive noise levels from nearby public or private airports were found to have no impact and are not discussed in this EIR analysis.

#### **Noise and Vibration Terminology**

##### Noise

Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease.

Average noise levels over a period of minutes or hours are usually expressed as dB  $L_{eq}$ , or the equivalent noise level for that period of time. For example,  $L_{eq(3)}$  would represent a 3-hour average. When no period is specified, a one hour average is assumed. Noise standards for land use compatibility, which are addressed in the City of Los Angeles General Plan Noise Element, are stated in terms of the Community Noise Equivalent Level (CNEL), Equivalent Noise Level ( $L_{eq}$ ), and the Day-Night Average Noise Level ( $L_{dn}$ ). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dBA to the average hourly noise levels between 7 p.m. and 10 p.m. (evening hours), and 10 dBA to the average hourly noise levels between 10 p.m. and 7:00 a.m. (nighttime hours). This weighting accounts for the increased human

sensitivity to noise in the evening and nighttime hours.  $L_{dn}$  is a very similar 24-hour weighted average that weights only the nighttime hours and not the evening hours.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increases or decreases, that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud (Caltrans 1998).

### Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is commonly measured in inches per second. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (Vdb) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration.<sup>123</sup> Typically, groundborne vibration generated by human activities rapidly attenuates with distance from the source of the vibration. Human-produced vibration issues are, therefore, usually confined to short distances (for example, 500 feet or less) from the source.

## **3D.2 Existing Environmental Setting**

### **Ambient Noise Levels**

The predominant noise source in the Proposed Project area is roadway noise from the surrounding roadway network. Based on existing traffic volumes for the streets adjacent to the existing residential and school sites, the ambient noise levels within the area are approximately 69 dBA CNEL.

Similar to the environmental setting for noise, the vibration environment is dominated by traffic from nearby roadways. Heavy trucks can generate ground-borne vibrations that vary depending on vehicle type, weight, and pavement conditions. Existing ground-borne vibration in the project vicinity is largely related to heavy truck traffic on the surrounding roadway network. Vibration levels from adjacent roadways are not perceptible at the Proposed Project site.

### **Sensitive Receptors**

Sensitive receptors surrounding the southern area of the Proposed Project include:

- Single and multi-family residences adjacent to the east;
- Virgil Middle School approximately 100 feet to the north across 1<sup>st</sup> Street; and

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<sup>123</sup> Federal Transit Administration (FTA). Transit Noise and Vibration Impact Assessment. April 1995.

- Single and multi-family residences approximately 50 feet to the south and across White House Place Primary Center.

Sensitive receptors surrounding the central portion of the Proposed Project include:

- Virgil Middle School adjacent to the west;
- Residential uses and the White House Place Primary Center approximately 100 feet to the south across 1st Street;
- Multi-family residential uses approximately 65 feet to the east across Westmoreland Avenue.

Sensitive receptors surrounding the northern area of the Proposed Project include:

- Virgil Middle School approximately 80 feet to the south across Council Street.<sup>124</sup>

### 3D.3 Applicable Regulations

#### Federal Transit Administration

Table 3D-1 presents the FTA's criteria for acceptable ground-borne vibration and noise.<sup>125</sup> These criteria are based on the maximum levels for a single event, and are expressed in terms of root mean square (RMS) velocity levels in decibels (VdB). ANSI indicates that vibration levels in critical care areas, such as hospital surgical rooms and laboratories should not exceed 0.2 inch per second of peak particle velocity (PPV).<sup>126</sup> The FTA also uses a PPV of 0.2 inch per second for vibration in proximity to fragile buildings.<sup>127</sup> Thus, a 0.2-inch PPV is used as a significance threshold for vibration impacts during construction. The 65 VdB threshold of perception used by the FTA will be used to evaluate long-term operations vibration. Table 3D-1 presents the FTA's criteria for acceptable ground-borne vibration and noise.<sup>128</sup> The proposed elementary school is considered a land use with primarily daytime use. Although it does not have vibration sensitive equipment, it has the potential for activity-interference.

**Table 3D-1  
Federal Transit Administration's Criteria for Acceptable Ground-borne Vibration and Noise Ground-borne Vibration Impact (VdB re 1 micro inch/sec)**

Land Use Category	Frequent Events <sup>a</sup>	Infrequent Events <sup>b</sup>
Residences and buildings where people normally sleep	72 VdB	80 VdB
Institutional land uses with primarily daytime use	75 VdB	83 VdB

SOURCE: U.S. Department of Transportation (USDOT), 2006. Federal Transit Administration (FTA): Noise and Vibration Impact Guideline, April.

<sup>a</sup> "Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.

<sup>b</sup> "Infrequent Events" is defined as less than 70 vibration events per day. This category includes most commuter rail systems.

<sup>124</sup> Chambers Group, Inc. Site Visit. July 8, 2008.

<sup>125</sup> LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report (PEIR)* (incorporates the *New School Construction Program, Draft PEIR*), Published May 2004. Board Certified June 8, 2004, Draft PEIR, Section 3.3.

<sup>126</sup> American National Standards Institute (ANSI), 1983, "Guide to the Evaluation of Human Exposure to Vibration in Buildings", ANSI S.329-1983.

<sup>127</sup> U.S. Department of Transportation (USDOT), 2006, Federal Transit Administration (FTA): Noise and Vibration Impact Guideline, April.

<sup>128</sup> Ibid.

## State Regulations

A guideline for evaluating the compatibility of various land uses with respect to community noise exposure levels were developed by the California Office of Planning and Research. These land use compatibility regulations and standards are shown in Table 3D-2.

**Table 3D-2  
Community Noise and Land Use Compatibility**

LAND USES	Community Noise Exposure (CNEL or LdN (dBA))					
	55	60	65	70	75	80
Residential-Low Density Single Family Dwellings, Duplexes and Mobile Homes	A					
		B				
				C		
					D	
Residential Multi-Family Dwellings	A					
		B				
				C		
					D	
Transient Lodging: Motels, Hotels	A					
		B				
				C		
					D	
Schools, Libraries, Churches, Hospitals, Nursing Homes Hotels	A					
		B				
				C		
					D	
Auditoriums, Concert Halls, Amphitheaters	B			D		
Sports Arenas, Outdoor Spectator Sports	B					
				D		
Playgrounds, Neighborhood Parks	A					
				C		
					D	
Golf Courses, Riding Stables, Water Recreation, Cemeteries	A					
				C		
					D	
Commercial and Office Buildings	A					
				B		
					C	
Industrial, Manufacturing, Utilities, Agriculture	A					
				B		
					C	

Source: City of Los Angeles General Plan Noise Ordinance.

A Normally Acceptable. Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation.

B Conditionally Acceptable. New construction or development shall be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

C Normally Unacceptable. New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

D Clearly Unacceptable. New construction or development should generally not be undertaken.

Employee noise exposure is mandated by Title 8 of the California Code of Regulations, Group 15, Article 105 §§ 5095-5100, as regulated by the California Office of Safety and Health Administration (Cal/OSHA). When 8-hour time weighted averages are at or greater than 85 dBA for employees, a Hearing Conservation Program must be instituted.

## California Department of Education (CDE) Regulations

The CDE requires all school districts to select school sites that provide safety and support learning.<sup>129</sup> Because the CDE recognizes that unwanted sound can be distracting and can present an obstacle to learning, the CDE requires the school district to consider noise in the site selection process.<sup>130</sup> The School Site Selection and Approval Guide recommends that this be accomplished with an assessment of noise from major roadways and railroads during environmental review of school construction.<sup>131</sup> If the LAUSD considers a potential school site near a freeway or other source of noise, CDE recommends hiring an acoustical engineer to determine the level of sound that the location is subjected to and to assist in designing the school.<sup>132</sup> The American Speech Language-Hearing Association (ASLHA) guidelines recommend that in classrooms sounds dissipate in 0.4 second or less (and not reverberate) and that background noise not rise above 30 dBA.<sup>133</sup>

## City of Los Angeles

The City of Los Angeles has adopted the State of California noise/land use compatibility standards shown in Table 3D-2. Pursuant to this table, for school uses such as the proposed elementary school, exterior noise levels ranging up to 65 dBA CNEL are classified as "normally acceptable," based upon the assumption that the school is built with normal conventional construction. Noise levels ranging from 60 to 70 dBA CNEL are "conditionally acceptable." "Conditionally acceptable" means that noise levels are acceptable only when a detailed noise analysis is conducted and needed noise insulation features are included in the design. Noise environments between 70 dBA CNEL and 80 dBA CNEL are classified as "Normally Unacceptable" and if the project is undertaken a detailed analysis of the noise reduction requirements and noise insulation features included in the design should be provided. School projects in noise environments that exceed 80 dBA CNEL are identified as "Clearly Unacceptable" and should not be undertaken.

The City of Los Angeles CEQA Thresholds Guide and the City of Los Angeles Municipal Code state that construction noise is significant if:

<sup>129</sup> CDE. Regulations CCR Tit. 5, Div. 1, Ch. 13 Subchapter 1, Article 2 §14010 "Standards for School Site Selection".

<sup>130</sup> CDE. Regulations CCR Tit. 5, Div. 1, Ch. 13 §14010(q).

<sup>131</sup> CDE. School Facilities Planning Division. *School Site Selection and Approval Guide*. March 2001.

<sup>132</sup> Ibid.

<sup>133</sup> Ibid.

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.

The City of Los Angeles CEQA Thresholds Guide states that a permanent increase in noise is significant if the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA CNEL to within the “normally unacceptable” or “clearly unacceptable” noise exposure limits shown in the Community Noise and Land Use Compatibility Matrix (see Table 3D-2), or any 5 dBA CNEL or greater noise increase.

### Los Angeles Unified School District Regulations

Los Angeles Unified School District (LAUSD) is required to comply with local and state standards with respect to construction noise impacts on adjacent land uses. In addition, the LAUSD has established maximum noise levels in terms of  $L_{eq}$  and  $L_{10}$  in order to protect students and staff from traffic noise. Presented in Table 3D-3, these regulations are based on the California Department of Transportation regulations.

**Table 3D-3  
LAUSD Exterior and Interior School Noise Level Thresholds**

Location	$L_{10}$ Noise Level	$L_{eq}$ Noise Level
Exterior	70 dBA	67 dBA
Interior	55 dBA	45 dBA

Neither the City of Los Angeles, nor LAUSD have specific thresholds for vibration impacts.

### 3D.4 Impacts and Mitigation

#### Methodology

Construction and operational point source noise impacts were evaluated by comparing anticipated noise levels to the guidelines set forth in the LAMC and LAUSD’s Program EIR. Roadway noise impacts were projected using the FHWA-RD-77-108 prediction model. This methodology allows the user to define roadway configurations, barrier information (if any), and receiver locations. Roadway-noise attributable to the Proposed

Project was calculated and compared to baseline noise levels that would occur under the “no project” condition to determine significance.

Ground-borne vibration impacts were evaluated by identifying potential vibration sources, measuring the distance between vibration sources and surrounding structure locations, and making a significance determination.

## Criteria for Determining Significance

The Proposed Project may result in a significant noise impact if it would:

- Expose persons to or generate noise levels in excess of an adopted local agency noise ordinance, or exposure of students and faculty to exterior noise levels in excess of 70 dBA L10 or 67 dBA L<sub>eq</sub> or interior classroom noise levels in excess of 55 dBA L10 or 45 dBA L<sub>eq</sub>;
- Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Expose people to or generate excessive ground-borne vibration or ground-borne noise levels;
- Create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; and/or
- Result in a cumulative noise impact.

## Project Impacts

**Impact 3D-1: The Proposed Project would have a significant impact if it would expose people to or generate noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies.**

*Implementation of the Proposed Project would result in a significant and unavoidable noise and vibration impacts during construction and a less than significant impact during operation.*

## Construction Noise

Construction of the Proposed Project will occur in three phases, beginning in the fourth quarter of 2009 and ending in the second quarter of 2012. The existing White House Place Primary Center will be closed down as part of the Proposed Project. The existing Virgil Middle School will remain operational throughout construction. Due to the Proposed Project site's proximity to the Virgil Middle School campus and surrounding residential uses, potential construction noise impacts would potentially affect the students and faculty at the school, as well as the surrounding residents. Existing Virgil Middle School classrooms are located directly adjacent to the central area of the project site. The closest off-site sensitive receptors are the residences located adjacent to the southern portion the project site.

Noise impacts from construction activities occurring within the Proposed Project site would be a function of the noise generated by construction equipment, the equipment location, and the timing and duration of the noise-generating activities. Construction activities would primarily include four stages: (1) demolition, (2) excavation and trenching for footings, (3) construction, and (4) finishing. Each stage involves the use of different kinds of construction equipment; and therefore, has its own distinct noise characteristics. Construction activities related to the Proposed Project would be limited to the hours specified in the City of Los Angeles Municipal Code, thereby limiting the hours during which construction noise would be generated.<sup>134</sup> Typical noise levels generated by individual pieces of construction equipment are displayed in Table 3D-4.

**Table 3D-4  
Demolition and Construction Equipment Source Noise Levels**

Equipment Type	Quieted Equipment at 50 ft. (in dBA)	Quieted Equipment at 100 ft. (in dBA)	Quieted Equipment at 200 ft. (in dBA)
Air Compressor	71	65	59
Backhoe	80	74	68
Concrete Pump	80	74	68
Concrete Vibrator	70	64	58
Concrete Breaker	75	68	62
Truck Crane	80	74	68
Generator	71	65	59
Loader	80	74	68
Paver	80	74	68
Pneumatic Tools	70	64	58
Water Pump	75	68	62
Power Hand Saw	80	74	68
Shovel	71	65	59
Trucks	83	77	71
SOURCES: Bolt, Beranek, and Newman, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, U.S. Environmental Protection Agency, 1971. US Department of Transportation (USDOT), 2006, Federal Transit Administration (FTA): Noise and Vibration Impact Guideline, May.			

Due to the type of construction equipment typically used during different phases of construction, the highest level of construction noise would be expected to occur during the excavation and finishing phases. During these phases, the loudest construction equipment mix is expected to consist of one rubber tire front end loader, one backhoe, and a dump truck. When the noise levels of each of these are combined by logarithmically adding them together, they are anticipated to generate a noise level of approximately 82 dBA at a reference distance of 50 feet from the center of construction activity and 76 to 77 dBA at a reference distance of 100 feet, with the use of quieted equipment.<sup>135</sup> Construction activity would be located 100 feet or more away from

<sup>134</sup> Intensive construction or repair work shall not be performed between the hours of 9 PM and 7 AM on any weekday, before 8 AM or after 6 PM on any Saturday or national holiday, or at any time on Sunday.

<sup>135</sup> Bolt, Beranek, and Newman. Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, 1971.

residential structures given the setbacks of the residences themselves from their property line and the setback of the buildings being constructed.

The existing Virgil Middle School would be exposed to increased ambient noise levels from Proposed Project construction activity. As construction activities could occur within 25 feet of existing structures at Virgil Middle School, exterior noise levels at the existing middle school could reach approximately 82 dBA. Although 20 dBA of noise reduction is expected with windows closed during normal construction activities, interior noise levels at Virgil Middle School could occasionally reach approximately 62 dBA.<sup>136</sup> To put these noise levels in perspective, the maximum sound level that permits relaxed conversation with 100 percent intelligibility is 45 dBA. This drops to 60 percent intelligibility at 70 dBA. Construction noise would exceed LAUSD thresholds for noise impacts on schools. This would be a potentially significant and unavoidable impact.

## **Operational Noise**

Typical non-vehicular operational activities associated with an elementary school that would generate noise include: student activity on-site, bells, alarms, and crowds at large events. These types of sources are generally limited to school hours, with a few exceptions for special events. In the case of the Proposed Project, implementation of the Proposed Project would involve the expansion of an existing use with existing noise generating activities. The Proposed Project would not be anticipated to increase the number of bells and alarms used at the Virgil Middle School campus. Further, due to site size restrictions external noise generating activities, including student recess and crowds for events, would not be anticipated to increase substantially beyond existing levels. Therefore, non-vehicular noise associated with operation of the Proposed Project would not be expected to change significantly beyond the existing measured noise levels at and around the Proposed Project site.

Operational noise would also result from vehicular noise sources. The Proposed Project would increase the level of traffic in the project vicinity, thus resulting in an increase in ambient noise levels, primarily during drop-off/pick up hours. The increase in traffic would generally be restricted to additional pick-up and drop-off activities along Council Street, as well as the vehicles entering and exiting the parking area, which is proposed to be constructed on the southern area of the project site. As discussed under Impact 3D-4 below, ambient roadway noise levels would not increase by 3 dBA or more; and therefore, would not be considered substantial. As such, this impact would be less than significant.

## **Mitigation Measures**

To address potential construction noise impacts on the adjacent Virgil Middle School, the following mitigation measures would be implemented as part of the Proposed Project:

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<sup>136</sup> Assumes a distance of 25 feet, which equates to a 6 dBA increase from the levels listed in Table 3G-2, and a reduction of 25 dBA from exterior to interior noise levels.

**M 3D-1** In accordance with the City of Los Angeles Municipal Code Section 41.40, the LAUSD shall require that construction activities be limited to 7:00 a.m. to 9:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. on Saturday, and no construction on Sunday and federal holidays, as appropriate, in order to minimize disruption to sensitive receptors in the vicinity of the Proposed Project site.

**M 3D-2** LAUSD shall require its construction contractor to implement the use of temporary sound blankets along the perimeter of the Proposed Project site as follows:

- at the northern and eastern boundaries of the southern portion of the site,
- at the western boundary of the central portion of the site, and
- at the southern boundary of the northern portion of the site.

These attenuation measures could be expected to reduce noise levels by 8 to 10 dBA.

**M 3D-3** Prior to initiation of construction activities, LAUSD's construction contractor shall coordinate with the site administrators for Virgil Middle School to discuss construction activities that generate high noise levels for extended periods of time. Coordination between the school administrators and the construction contractor shall continue on an as-needed basis throughout the construction phase of the Proposed Project.

### **Residual Impacts**

The noise limitation of the City of Los Angeles Municipal Code Section 112.05 does not apply where compliance is technically infeasible.<sup>137</sup> "Technically infeasible" means that the noise standard cannot be met despite the use of mufflers, shields, sound barriers, and/or other noise reduction device or techniques during the operation of equipment. In order to reduce temporary construction noise impacts to off-site receptors, LAUSD would require its construction contractor to implement LAUSD Best Management Practices (BMPs) which include ensuring that equipment are properly muffled; placing noise sources away from residences, as feasible; and generally conducting construction activities in compliance with local noise ordinances. In addition, implementation of mitigation measures M 3D-1 through M 3D-3 would serve to reduce ambient noise levels during construction activities, but not to a level of insignificance. With implementation of M 3D-2, the use of sound blankets along the north, east, west, and south construction fence lines could reduce noise levels by 8 to 10 dBA. This would result in noise levels from 72 to 76 dBA at Virgil Middle School. Typical construction attenuates 20 dBA with windows closed. Therefore, interior noise levels at Virgil Middle School caused by construction activities can be expected to range from 50 to 56 dBA, with implementation of the proposed mitigation measures.

<sup>137</sup> LAMC, Chapter IX, Article 2, Section 122.05.

However, this would not reduce interior or exterior noise levels at either existing school during construction of the Proposed Project to levels within acceptable LAUSD noise standards. As such, construction activity would result in a significant unavoidable impact to students and staff associated with the Proposed Project without incorporation of mitigation measures. Nevertheless, the project design features and implementation of mitigation measures M 3D-1 through M 3D-3 would reduce noise levels resulting from construction activity to the extent feasible, but not to below a level of significance. Therefore, short-term construction noise impacts are considered significant and unavoidable.

**Impact 3D-2: The Proposed Project would have a significant impact if it would cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.**

*Implementation of the Proposed Project would result in a significant and unavoidable temporary noise impact during construction. Operational noise impacts would be less than significant.*

#### Construction Noise

The calculation of potential construction noise impacts takes into account the type of construction equipment, the equipment location, and the timing and duration of the equipment. Construction activities would include five distinct stages: (1) demolition; (2) site preparation; (3) foundation; (4) structural; and (5) finishing and cleanup. Each stage involves the use of different kinds of construction equipment; and therefore, has its own distinct noise characteristics. The anticipated 1-hour average noise levels associated with each construction stage are presented in Table 3D-5.

**Table 3D-5  
Estimated Noise Levels from Construction Activities<sup>138</sup>**

Construction Phase	Noise Level (dBA, L <sub>eq</sub> )*
Ground Clearing	84
Excavation	89
Foundations	78
Construction	85
Finishing	89
* Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.	

In addition, typical noise levels generated by individual pieces of equipment proposed for use during construction are displayed in Table 3D-6.

**Table 3D-6  
Noise Levels from Construction Equipment<sup>139</sup>**

Construction Equipment	Quieted Equipment at 50 feet (dBA)*
Paver	80
Dump Truck	83
Concrete Mixer (Truck)	83
Dozer	83
Pneumatic Tool	75
Concrete Pump	80
Portable Air Compressor	71
Generator	71
* Quieted equipment can be designed, fitted, or operated with mufflers, within enclosures, or with other noise reducing features.	

The construction noise levels presented in Table 3D-6 represent conservative worst-case conditions, in which the maximum amount of construction equipment would be operating during a one-hour period. These estimated maximum noise levels would not be continuous or typical of noise levels throughout the construction period. Construction-related noise levels attenuate at a rate of 6 dBA every doubling of distance.

Demolition and construction noise levels will exceed the 67 dBA L<sub>eq</sub> LAUSD thresholds at sensitive school receptors and the 75 dBA CNEL City of Los Angeles threshold at sensitive residential receptors on all sides of the Proposed Project. Without

<sup>138</sup> Bolt, Baranek, and Newman. 1971. Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances.

<sup>139</sup> Federal Transit Administration (FTA). 2006. Transit Noise and Vibration Impact Assessment.

implementation of mitigation measures, interior classroom noise levels can also be expected to exceed the 45 dBA  $L_{eq}$  thresholds.

Based on existing traffic volumes for the streets adjacent to the existing residential and school sites, the ambient noise levels within the area are approximately 69 dBA CNEL. Maximum 1-hour construction noise is estimated to reach 89 dBA periodically throughout the construction activities when equipment is directly adjacent to sensitive land uses. At their maximum, noise levels are expected to be approximately 20 dBA above the existing ambient noise levels before taking into account the LAUSD Construction Management Practices.

With implementation of LAUSD BMPs, LAUSD would require its construction contractor to keep properly functioning mufflers on all internal combustion and vehicle engines used in construction. LAUSD shall require its construction contractor to provide advance notice of the start of construction to all noise sensitive receptors and residences adjacent to the project area including specifically where and when construction activities will occur and provide contact information for filing noise complaints. During construction activities, the construction contractor shall, to the extent feasible, locate portable equipment away from sensitive receptors, and store and maintain equipment away from the adjacent sensitive receptors. LAUSD shall require its construction contractor to comply with all applicable noise ordinances of the affected jurisdiction to the extent practicable. Implementation of these construction BMPs would reduce construction-related noise levels at nearby sensitive receptors. Incorporation of the above BMPs will reduce construction-related noise levels at the nearby residential properties and school uses by an average of approximately 4 dBA.

### Operational Noise

Temporary but ongoing operational noise would primarily be generated by the PA system, which includes the electronic bell system, could reach levels as high as 81 to 84 dBA when measures from 50 feet away.<sup>140</sup> The nearest sensitive receptors are located adjacent to the project site including residences and Virgil Middle School. However, these noises already are produced by the existing Virgil Middle School and White House Place PC; and therefore, will not substantially change the noise environment at surrounding receptors. Further, consistent with the City of Los Angeles Municipal Code Section 115.02, amplified sound as a result of regularly scheduled operative functions by any school is permitted to occur. As a result, impacts resulting from the potential use of a PA system would be less than significant.

### ***Mitigation Measures***

Implementation of the BMPs described in this EIR under LAUSD Construction Best Management Practices, and Mitigation Measures 3D-1 through 3D-3 would reduce construction noise levels to the extent practicable.

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<sup>140</sup> LAUSD, Fairfax High School Stadium Lighting MND/IS, p. 70.

### Residual Impacts

The incorporation of Mitigation Measures M 3D-1 thru M 3D-3, the noise reduction BMPs, and adherence to the restrictions on construction activities in the aforementioned regulations will reduce impacts from construction noise. Demolition and construction noise levels will exceed the 67 dBA  $L_{eq}$  LAUSD thresholds at sensitive school receptors and the conditionally acceptable up to 70 dBA CNEL City of Los Angeles threshold at sensitive residential receptors on all sides of the Proposed Project even with the implementation of all mitigation. Without implementation of mitigation measures, interior classroom noise levels can also be expected to exceed the 45 dBA  $L_{eq}$  thresholds even with the implementation of all mitigation. As a result, temporary noise impacts during construction would be significant and unavoidable.

**Impact 3D-3: The Proposed Project would have a significant impact if it would expose people to or generate excessive ground-borne vibration or ground-borne noise levels.**

*The Proposed Project would result in potentially significant vibration impacts during construction.*

Table 3D-7 (Vibration Source Levels for Construction Equipment) identifies various vibration velocity levels for the types of construction equipment that would potentially operate at the Proposed Project site during construction. It should be noted that since the distance of construction activities at the Proposed Project site to the nearest school, church, residential, and commercial uses may be less than 25 feet, the actual vibration levels generated may be greater than calculated vibration levels, as the methodology recommended by the FTA uses the 25-foot reference distance.

**Table 3D-7  
Vibration Source Levels for Construction Equipment**

Construction Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
<b>Pile Driver</b>	<b>104</b>	<b>98</b>	<b>96</b>	<b>94</b>	<b>92</b>

SOURCE: US Department of Transportation (USDOT), 2006, Federal Transit Administration (FTA): Noise and Vibration Impact Guideline, May.

Short-term vibration would occur as a result of construction activities. Loaded trucks will be utilized during demolition activities; ~~however, excessive ground-borne vibration activities such as~~ **and** pile driving would not be required during construction. Receptors in the vicinity that are susceptible to the effect of ground-borne vibration are single- and multi-family residences and an existing school. The residences in the immediate vicinity of the Proposed Project site are located adjacent to the southern and eastern borders of the southern project parcel and eastern borders of the central project parcel. The closest residences are located approximately 50 feet south of the Proposed Project site. The entrance/access to the White House Place Primary Center that is to be demolished

is located less than 50 feet from these single-family and multi-family residences. The existing school is adjacent to the western border of the central project parcel and the southern border of the northern parcel. As shown in Table 3D-7, vibration levels dissipate at a rate of 6 VdB for each doubling of distance.

Without mitigation, project-related construction activities have the potential to generate ground-borne vibration in excess of the federal standards presented in Table 3D-1 above. At less than 50 feet, the residences nearest to the Proposed Project site could experience vibration levels up to ~~86~~ **104** VdB, which exceeds the 80 VdB threshold for unacceptable vibration levels as established by the FTA. Loaded trucks closer than 50 feet can not be avoided during demolition activities on the southern parcel. Temporary vibration impacts during construction will be significant and unavoidable.

Operation of the Proposed Project would not result in any additional long-term ground-borne vibration sources. Ground-borne vibration in the project vicinity would continue to be generated by vehicular traffic on the local roadways and would not be substantially increased by project-related traffic. As such, Proposed Project operations would not exceed the 2 inches per second PPV significance threshold for ground-borne vibration. Operational impacts would be less than significant.

#### **Mitigation Measures**

There are no feasible mitigation measures to reduce vibration impacts associated with the Proposed Project. Compliance with the City of Los Angeles Noise Ordinance will reduce the impacts of the loaded truck traffic passing nearby the sensitive receptors; however, it will not reduce the impact to below the 80 VdB threshold. Short-term vibration impacts would remain significant and unavoidable.

#### **Residual Impacts**

The vibration associated with loaded trucks during the demolition of the northern parcel will be reduced to below the 80 VdB threshold for unacceptable vibration levels with the incorporation of mitigation measure M 3D-2. Demolition activities associated with the southern parcel are limited (4 months), thereby limiting the exposure of the nearby sensitive receptors to vibration from loaded trucks. However, these short-term vibration impacts will not be mitigated to less than the 80 Vdb threshold for the southern parcel, since loaded trucks may be closer than 50 feet to sensitive receptors at this parcel. This impact will therefore remain significant and unavoidable.

**Impact 3D-4: The Proposed Project would have a significant impact if it would create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.**

*Implementation of the Proposed Project would result in a less than significant permanent noise impact with mitigation.*

Project Traffic Noise Impacts to Off Site Noise Receptors

Off-site noise impacts would result from vehicles using the local roadway system adjacent to the Proposed Project.

The greatest project-related traffic would be generated during the hour proceeding and the hour following regular school hours. Traffic was modeled for the Year 2012 with and without project conditions to ascertain off-site noise impacts. Results of the noise impacts from traffic are summarized in Table 3D-8 below.

**Table 3D-8  
Existing and Future Year 2012 Noise Impacts**

Segment	Existing	Future without Project	Future with Project	Change from Future With No Project	Sensitive Land Use on Roadway Segment	LAUSD Standard (dBA)	Mitigated Future with Project	Significant Impact?
1st Street between Vermont Ave. and Westmoreland Ave.	69.37	69.68	70.16	0.48	School	67	64.16	No
Westmoreland Ave. between 1st and Council St.	68.84	69.15	69.18	0.03	School	67	63.18	No
Council Street west of Westmoreland Ave.	63.76	63.95	62.18	-1.77	School	67	62.18	No
Madison Avenue south of Beverly Blvd.	73.43	73.84	74.13	0.29	School	67	66.13	No
Beverly Blvd. Between Madison Ave. and Juanita Ave.	71.61	72.02	72.31	0.29	School	67	65.02	No
Council St. east of Vermont Ave.	64.20	67.15	67.84	0.69	School	67	67	No
Juanita Ave. south of Beverly Blvd.	73.25	73.66	73.68	0.02	School	67	66.36	No
Source: CGI 2008								
Measured from roadway centerline to approximate location of the closest edge of residential property lines or school grounds, or to door of nearest commercial/industrial site. Where applicable sound walls were included in the modeling.								

Project related impacts are minimal (ranging from an overall decrease of 1.77 dBA on Council Street west of Westmoreland Avenue to an overall increase of 0.69 dBA on Council Street, east of Vermont Avenue) as shown in Table 3D-8.

LAUSD has established exterior (67 dBA  $L_{eq}$ ) and interior (45 dBA  $L_{eq}$ ) noise thresholds for school uses in order to protect students and staff from noise distractions. In addition, the project would result in a significant impact from project operations if the project causes the ambient noise level measured at the property line of nearby residential uses to increase by 3 dBA CNEL to within the "normally unacceptable" or "clearly unacceptable" noise exposure limits shown in the Community Noise and Land Use Compatibility matrix (see Table 3D-2), or any 5 dBA or greater noise increase.

The existing ambient noise levels are above the LAUSD threshold for the all of the traffic segments studied except Council Street west of Westmorland Avenue and Council Street East of Vermont. The future expected traffic noise levels without the project are above the 67 dBA  $L_{eq}$  threshold for all of the traffic segments, with the exception of Council Street west of Westmoreland Avenue.

The Proposed Project causes an increase of less than one dBA for the majority of the traffic segments, and actually decreases noise levels for the Council Street west of Westmoreland Avenue segment by 1.77 dBA. The threshold defines a substantial increase in noise levels as an increase of 3 dBA or 5 dBA as described above. Since project generated noise increases along all roadway segments are well below the 3 dBA and 5 dBA thresholds, the Proposed Project will not result in a substantial increase in noise. However, noise levels at the school site along the roadway segments still remain above the LAUSD exterior threshold; and therefore, would be significant without incorporation of mitigation measure M 3D-4. However, incorporation of mitigation measure M 3D-4 reduces this impact to less than significant.

#### Non-Vehicular Operational Noise Impacts to Off-site Noise Receptors

The Proposed Project will generate noise that may impact off-site receptors including, Virgil Middle School and adjacent and nearby residences. The primary sources of noise from onsite sources include; vehicles entering and exiting the parking lot and drop-off/pick-up area, rooftop air conditioning/heating and ventilation units, bells and alarms, PA systems, and outdoor playground activities.

Noise generated at the proposed parking lot and drop-off/pick-up location will include car alarms, horns, conversations, and the closing of doors and trunks. Because of their intermittent nature and loudness, car alarms and horns are the most disruptive. The final disposition of the southern site property is a parking lot for faculty and staff. Student loading and unloading will occur along Council Street with separate areas designated for buses and automobile traffic.

Some noise sources such as dropping off and picking up students will be periodic, while others, such as air conditioning/heating and ventilation units will be fairly constant throughout the day. For analysis purposes, it is assumed that the daily trips from

vehicles generated by the Proposed Project would result in one minute of idling noise per trip and traveling noise at 15 mph within the parking lot. All community nighttime and weekend use of the school facilities would generate similar noise levels as the daytime use. The California Education Code 3813B, Civic Center Act, will regulate the use of the school for these after-hour activities.

According to the City of Los Angeles CEQA Thresholds Guide: *"A project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL; to within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase."* The Community Noise Exposure Categories for "normally unacceptable" for single-family residential and multi-family residential is between 70 and 75 dBA CNEL and between 70 and 80 dBA CNEL for schools. For "clearly unacceptable" the range is above 70 dBA CNEL for single and multi-family residential and above 80 dBA CNEL for schools. Therefore, according to the City of Los Angeles CEQA Thresholds Guide, a project would be significant if it increased ambient noise levels by 3 dBA and increased it above the 70 dBA level. In addition, a 5 dBA or greater increase, regardless of the Community Noise Exposure Category, would be considered significant.

During normal onsite operations, the noise levels from school activities at the property line of sensitive land uses are anticipated to reach approximately 59.33 dBA CNEL at residential properties adjacent to the northern project parcel, 59.88 dBA CNEL at residential and school properties adjacent to the central project parcel, and 67.77 dBA CNEL at residential properties adjacent to the southern property parcel. Onsite noise levels are anticipated to increase ambient noise levels by less than 3 dBA CNEL and none of the onsite activities will result in noise levels at the border of neighboring sensitive land uses of greater than 70 dBA CNEL. Therefore, onsite noise is not expected to create a substantial permanent increase in ambient noise, and noise impacts to adjacent properties are less than significant.

### **Mitigation Measures**

The future expected traffic noise levels with or without the project will be above the 67 dBA  $L_{eq}$  LAUSD threshold adjacent to all of the traffic segments along the perimeter of the replacement field and along the south edge of First Street, between Westmoreland Avenue and Virgil Middle School. The following mitigation measure will reduce impacts to a less than significant level.

**M 3D-4:** The construction contractor shall design and construct an 8-foot wall, or other sound attenuation barrier, around the perimeter of the replacement field and along the south edge of First Street, between Westmoreland Avenue and Virgil Middle School.

### **Residual Impacts**

With incorporation of mitigation measure M 3D-4, impacts would be less than significant for offsite roadway noise impacts to the Proposed Project.

### **3D.5 Cumulative Impacts**

**Impact 3D-5: The Proposed Project would have a significant impact if it would result in a cumulative noise impact.**

*The Proposed Project would result in a less than significant cumulative noise impact.*

Construction noise from individual projects is localized; and therefore, in order for construction impacts to be cumulative, individual projects must be within a close proximity of each other. The nearest listed proposed project is a mixed-use project located at 3400 W. Third Street, which is approximately 0.28 mile south of the Proposed Project site and is blocked from view of the Proposed Project by several blocks of established residential and commercial development.<sup>141</sup> Construction noise levels associated with the small mixed-use project should be similar to the noise generated at the proposed school site. With the mixed-use project being located over 1,000 feet from the school project and attenuated by several blocks of developed parcels (i.e., structures, walls, etc.), audible noise from one construction site would not substantially combine with noise generated at the Proposed Project site. Further, given the currently proposed occupancy dates, it is unlikely that construction activities of the same nature would occur simultaneously between the two proposed projects. Since the construction noise from these projects would not combine to create a cumulative effect, they do not result in a cumulative noise impact. Cumulative noise associated with construction activities would be less than significant.

The area surrounding the Proposed Project is developed with uses that have previously generated and will continue to generate noise from a variety of activities including mechanical equipment such as air conditioning systems, lawn maintenance activities, commercial business use, vehicle traffic, and other community noise sources. Traffic noise, as shown in Table 3D-8 above, was calculated on the estimated volumes of traffic from the ambient growth of the area that would reasonably travel through the study intersections. Therefore, any additional traffic that would be generated through future growth is already accounted for. The cumulative increase in future traffic noise levels at the Proposed Project build out (2012) is detailed in Table 3D-8 above. As the roadway noise increase attributed to the Project would be less than 3 dBA at the study intersections, the Proposed Project results in a less than significant impact. Therefore the Proposed Project operational noise would not contribute to the cumulative noise level of the project area, thus resulting in a cumulative impact that is less than significant.

#### **Mitigation Measures**

No mitigation measures are required.

#### **Residual Impacts**

Cumulative impacts would be less than significant without mitigation.

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<sup>141</sup> LAUSD, Fairfax High School Stadium Lighting MND/IS, p. 70.

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## CHAPTER 3E

### PEDESTRIAN SAFETY

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#### 3E.1 Introduction

This section discusses the potential impacts on pedestrian safety resulting from the Proposed Project. This analysis is based on the results of the Pedestrian Safety Study conducted as part of the Traffic Impact Analysis prepared by KOA Corporation for the Proposed Project (Appendix D).<sup>142</sup>

All three of the pedestrian safety-related issue areas were found to be potentially significant during preparation of the IS and are analyzed within this section.

#### 3E.2 Existing Environmental Setting

The existing network of sidewalks and traffic control devices within the neighborhood would provide access routes for student pedestrians. The Proposed Project site is comprised of three non-contiguous areas. For the purposes of this report, the three areas of the project site are referred to as the southern, central, and northern areas.

- The southern area is bound by First Street to the north, White House Place Primary Center to the south, Bimini Place to the west, and residential land uses and a church to the east, beyond which is Madison Avenue.
- The central area is bound by Council Street to the north, First Street to the south, Westmoreland Avenue to the east, and the remainder of the Virgil Middle School campus to the west.
- The northern area is bound by Madison Avenue to the east, Juanita Avenue to the west, Council Street to the south, and existing commercial uses to the north, beyond which is Beverly Boulevard. Council Street will be vacated between Juanita and Madison Avenues and would become part of the site.

The recommended pedestrian routes for the Proposed Project would be the same or similar to routes recommended for use for the existing Virgil Middle School and White House Place Primary Center.<sup>143</sup> Recommended pedestrian routes for the two existing schools are provided in Appendix H of the Traffic Study prepared by KOA Corporation.

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<sup>142</sup> KOA Corporation, Traffic Study for Los Angeles Unified School District Central Region Elementary School No. 20, Los Angeles, CA, May 29, 2008.

<sup>143</sup> KOA Corporation, Traffic Study for Los Angeles Unified School District Central Region Elementary School No. 20, Los Angeles, CA, May 29, 2008.

### 3E.3 Applicable Regulations

#### California Department of Transportation

California Department of Transportation (Caltrans) establishes and administers a "Safe Routes to Schools" program.<sup>144</sup> The purpose of the program is to provide funding to improve safety of children as they walk or bike to school. School districts are responsible for establishing and enforcing school route plans; for siting and developing school facilities that foster a good walking environment. These responsibilities include choosing school locations which balance vehicle access with pedestrian safety needs, constructing adequate pedestrian facilities along the perimeter of the school site, and working with the local public works agency to fund/install adequate crossing protection at key points. School districts are responsible for distributing walk route maps to parents and students.<sup>145</sup> School districts prepare, prior to school opening, a pedestrian safety plan for the safe arrival and departure of students in accordance with the *School Area Pedestrian Safety Manual*.<sup>146</sup>

### 3E.4 Impacts and Mitigation

#### Methodology

The project area was surveyed to determine the locations of existing pedestrian-oriented traffic controls and sidewalks that could be utilized by students to access the proposed school site from the adjacent neighborhoods. Traffic controls located within one-quarter mile of the Proposed Project site (i.e., the study area) were documented including traffic signals, stop-controlled intersections, crosswalks, and active rail crossings. Potential safety concerns for pedestrians were also reviewed.

Based on the above information, recommended pedestrian routes were formulated, and pedestrian-related mitigation measures were recommended. For consistency, this analysis methodology follows the guidelines for pedestrian studies outlined in the Memorandum of Cooperation between LAUSD and the Los Angeles Department of Transportation (LADOT) (June 24, 2005).

The anticipated number of students who would walk to and from the school site was calculated using the mode split characteristics of LAUSD schools, established by surveys conducted for the LAUSD Program EIR.<sup>147</sup> The Program EIR defines the following percentage breakdown for elementary school project mode splits:

- Trips by car total 55.19% of all trips
- Trips by walking/biking total 41.26% of all trips

<sup>144</sup> Caltrans, AB 1475 Street and Highways Code Sections 2331, 2333 1n3 2333.5, Safe Routes to School (SR2S), January 2000.

<sup>145</sup> California Department of Health Services (DHS), Responsibilities for Walk Route Safety, 2004. [www.dhs.ca.gov/ps/cdic/epic/sr2s/documents/RouteResponsibilitiesChart.doc](http://www.dhs.ca.gov/ps/cdic/epic/sr2s/documents/RouteResponsibilitiesChart.doc).

<sup>146</sup> Caltrans. School Area Pedestrian Safety Manual, 1997.

<sup>147</sup> LAUSD. OEHS. Final PEIR, May 2004. Appendix C, p. 10.

- Trips via bus, public transit, and other modes total 2.47% of all trips

The total net project trip generation, based on the project seating capacity, is 152 inbound morning peak hour vehicle trips. The net vehicle trip generation (utilized for the traffic report) was normalized to a 100% mode split: 152 inbound vehicle trips x (100/55.19) = 275 total trips.

This number was then factored down to a total pedestrian volume, utilizing the mode split of 41.26% from the walk/bike percentage defined within the bulleted list above with public transit (2.47%) assuming those students will be part of the pedestrian traffic: 275 total inbound trips x (walk/bike mode split of 43.73%) = 120 pedestrians.

For the pedestrian analysis, it was assumed that no measurable outbound pedestrian volumes would be present in the morning peak hour. Therefore, only inbound pedestrian volumes were examined in the analysis.

## Criteria for Determining Significance

LAUSD has developed Pedestrian and Traffic Safety Guidelines for determining significance, which is consistent with Appendix G of the *CEQA Guidelines*. A significant pedestrian safety impact would occur if the Proposed Project would:

- Substantially increase vehicular and/or pedestrian safety hazards due to a design feature or incompatible uses;
- Create unsafe routes to schools for students walking from local neighborhoods; or
- Be located on a site that is adjacent or near to a major arterial roadway or freeway that may pose a safety hazard.

## Project Impacts

**Impact 3E-1: The Proposed Project would have a significant impact if it would substantially increase vehicular and/or pedestrian safety hazards due to a design feature or incompatible uses, or create unsafe routes for students walking from local neighborhoods.**

*The Proposed Project would have potentially significant pedestrian safety impacts in regard to design features, incompatible uses, or the creation of unsafe routes for students walking from local neighborhoods.*

The increased levels of traffic, the increased number of pedestrians, and the increased number of vehicular turning movements at the nearby intersections, driveways, and on-street parking areas would result in an increased number of traffic conflicts with pedestrians and a corresponding increase in the probability of an accident occurring. As

a result of this increased potential for pedestrian-vehicle conflicts, this impact is potentially significant.

Pedestrian access to the school campus would be provided along Council Street via Madison Avenue or Westmoreland Avenue. The White House Place Primary Center would be demolished and then developed into a shared 137-space parking lot for faculty and staff at Virgil Middle School and CRES No. 20, with 65 spaces to be dedicated to Virgil Middle School and 72 spaces for CRES No. 20.

The student drop-off/pick up and bus loading zone for the Proposed Project would be provided along Council Street via Madison Avenue. Separate bus loading and unloading and drop-off/pick up will be designated along Council Street. Impacts would be less than significant with mitigation incorporation.

### **Mitigation Measures**

The following mitigation measures will be implemented to reduce pedestrian safety hazard impacts:

**M 3E-1:** Six months prior to opening of the school, LAUSD's OEHS shall coordinate with the City of Los Angeles to prepare a "Pedestrian Routes to School" map. LAUSD's OEHS will distribute the maps to the school upon completion and the maps will then be distributed to parents, students, and school staff. The Pedestrian Routes to School map should be prepared to direct students to cross Beverly Boulevard at either Westmoreland Avenue or Vermont Avenue.

**M 3E-2:** LAUSD will coordinate with LADOT to install a traffic signal with crosswalks and signal phasing to facilitate the crossing at Westmoreland Avenue and 1st Street.

**M 3E-3:** Six months prior to opening of the school, LAUSD's OEHS shall coordinate with LADOT to install school traffic speed zones, with related signage at entry points. These points would be on the roadways surrounding the site, within the immediately-adjacent blocks.

### **Residual Impacts**

With the implementation of Mitigation Measures 3E-1 through 3E-3, the Proposed Project would result in less than significant pedestrian safety impacts.

**Impact 3E-2: The Proposed Project would have a significant impact if it would create unsafe routes to schools for students walking from local neighborhoods.**

*The Proposed Project would have a potentially significant pedestrian safety impact in regard to the creation of unsafe routes to school.*

As mentioned above, increased levels of traffic, the increased number of pedestrians, and the increased number of vehicular turning movements at the nearby intersections, driveways, and on-street parking areas would result in an increased number of traffic conflicts with pedestrians and a corresponding increase in the probability of an accident occurring. Pedestrian access to the school campus would be provided along Council Street via Madison Avenue. However, pedestrians should be advised to avoid crossing Beverly Boulevard at ~~First Street~~ **Madison Avenue** and instead directed to use the routes recommended in the Safe Routes to School map. Impacts would be less than significant with mitigation incorporation.

### **Mitigation Measures**

With the implementation of Mitigation Measures M 3E-1 through M 3E-3, the Proposed Project would result in less than significant pedestrian safety impacts.

### **Residual Impacts**

Impacts would be less than significant with mitigation incorporation.

**Impact 3E-3: The Proposed Project would have a significant impact if it would be located on a site that is adjacent to or near a major arterial roadway or freeway that may pose a safety hazard.**

*The Proposed Project would result in potentially significant pedestrian safety impacts in regard to being located on a site that is adjacent or near to a major arterial roadway or freeway.*

Vermont Avenue, a six-lane arterial roadway, is the closest arterial roadway which is adjacent to the existing Virgil Middle School and west of the project site. The US-101 Hollywood Freeway is the closest major arterial freeway. It is located approximately 0.6 mile northeast of the Proposed Project site. The US-101 Hollywood Freeway facility is beyond the service area of the proposed school facility.<sup>148</sup> Proximity to major arterial roadways increases the potential for pedestrians to use these routes; and therefore, the potential for associated safety hazards. However, a Safe Routes to School map shall be prepared for this project, advising students to avoid these more dangerous routes. Impacts would be **less than significant with mitigation incorporation**.

### **Mitigation Measures**

With the implementation of Mitigation Measures 3E-1 through 3E-3, the Proposed Project would result in less than significant pedestrian safety impacts.

### **Residual Impacts**

Impacts would be less than significant with mitigation.

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<sup>148</sup> KOA Corporation, Traffic Study for Los Angeles Unified School District Central Region Elementary School No. 20, Los Angeles, CA, May 29, 2008.

### **3E.5 Cumulative Impacts**

**Impact 3E-4: The Proposed Project would have a significant impact if it would result in cumulatively considerable impact with respect to pedestrian safety.**

*The Proposed Project would result in less than significant cumulative pedestrian safety impacts.*

Pedestrian safety impacts would be cumulatively considerable if projects were to be constructed and/or operated concurrently and in the area of the Proposed Project. A majority of the study area is located within a commercial/manufacturing area with residential neighborhood adjacent to the east and portion of the south of the central project parcel. The ability to develop new major projects within or adjacent to the study area is limited. There were no new major projects identified within 0.25 mile of the project site. An area of influence within a 1.5-mile radius from the project site was utilized in order to capture specific locations of other approved and pending projects. A total of seventeen area projects that would potentially contribute measurable traffic volumes to the study area during the future analysis period were included in the study. A list of the area projects and the estimated trip generation of each is provided within Table 3 in the Traffic Study in Appendix D. The projects would not combine to create areas of cumulative impacts related to pedestrian safety given the distance of the projects compared to the Proposed Project. Therefore, the pedestrian and vehicle traffic associated with the identified cumulative projects identified in a 1.5-mile radius of the Proposed Project site would not be cumulatively considerable with the Proposed Project in terms of cumulative pedestrian safety impacts.

#### **Mitigation Measures**

No mitigation measures are required.

#### **Residual Impacts**

Cumulative impacts would be less than significant.

## CHAPTER 3F

### PUBLIC SERVICES/FIRE AND PUBLIC SAFETY

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#### 3F.1 Introduction

This section focuses on the impacts that the Proposed Project may have on fire and police protection services for the project site and surrounding area. As described in Section 4N of the Initial Study (see Appendix A) impacts to fire protection services could be potentially significant. Concerns regarding adequate police protection were expressed during the Initial Study scoping process. Therefore, this section also includes potential impacts to police service capacity. Data used to prepare this section was taken from the LAUSD Program EIR and the traffic study prepared for the Proposed Project by KOA Corporation (Appendix D).

As described in the Initial Study (Appendix A), project impacts to school facilities and other public services were found to be less than significant and do not require further analysis within this EIR.

#### 3F.2 Existing Environmental Setting

##### Fire Protection

Within the City of Los Angeles, fire prevention and suppression services and emergency medical services are provided by the Los Angeles Fire Department (LAFD). The LAFD operates more than 100 fire stations grouped into 18 battalions and three divisions.<sup>149</sup> The closest Fire Station serving the Proposed Project site is Los Angeles Fire Station 6, located at 326 North Virgil Avenue, Los Angeles.<sup>150</sup> Fire Station 6 is an Engine Company with a paramedic and rescue ambulance. The driving distance from Fire Station 6 to the Proposed Project site is approximately 0.6 mile.

##### Police Protection

Primary law enforcement for LAUSD schools is provided by its own police department, the Los Angeles School Police Department (LASPD).<sup>151</sup> In addition, a sufficient number of officers are available to respond to the remaining schools within the LAUSD.<sup>152</sup> Should the need for a secondary law enforcement provider arise, the City of Los Angeles Police Department (LAPD) currently provides service for existing uses on and in the vicinity of the Proposed Project site.<sup>153</sup> The nearest police station to the project site is the LAPD Rampart Station, located at 2710 West Temple Street, in Los Angeles.

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<sup>149</sup> <http://www.lacity.org/ead/eadweb-aqd/Thresholds/K-Public%20Services.pdf>

<sup>150</sup> <http://www.lafd.org/fs6.htm>.

<sup>151</sup> LAUSD, OEHS. New School Construction Program, Draft Program Environmental Impact Report. Board Certified June 8, 2004. p. 3.15-10.

<sup>152</sup> *Ibid.*

<sup>153</sup> *Ibid.* Table 3.15-2. p. 3.15-8.

### 3F.3 Applicable Regulations

The California Department of Education (CDE) requires that school sites shall be conveniently located for public services including but not limited to fire and police protection whenever feasible.<sup>154</sup>

### 3F.4 Impacts and Mitigation

#### Methodology

The analysis of public services impacts focuses on the physical changes that would occur to public services in the project vicinity due to the Proposed Project.

#### Criteria for Determining Significance

The Project would result in potentially significant impacts relating to public services if it would:

- Result in significant adverse physical impacts associated with an increase in demand for new or physically altered fire protection and/or police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable levels of service.

#### Environmental Impacts

**Impact 3F-1: The Proposed Project would have a significant impact if it would have the potential to create demand in excess of service providers' capacity, necessitating construction of new or expanded facilities.**

*The Proposed Project would not have the potential to create demand in excess of fire and police service providers' capacity, and would result in less than significant impacts.*

#### Fire Protection

The Proposed Project would generate traffic that may impact the existing circulation in the project area and the traffic load and capacity of the local street system, which may significantly affect fire response times. However, the LAFD station serving the project site is Los Angeles Fire Station 6, located at 326 North Virgil Avenue, Los Angeles, which is less than one mile away in driving distance. The traffic study prepared for the Proposed Project indicated that the Proposed Project would not result in significant impacts at any of the intersections in the project vicinity. In addition, the need for fire protection services are generally related to the size of the population, geographic area

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<sup>154</sup> Title 5, California Code of Regulations, Division 1, Chapter 13, Subchapter 1, School Facilities Construction, Article 2, School Sites, § 14010 (d), Standards for School Site Selection.

served, number and types of calls for service, and other community and physical characteristics.<sup>155</sup> Because the primary objective of the Proposed Project is to relieve overcrowding at Alexandria, Del Olmo, Cahuenga, and Kim Elementary Schools, as well as White House Place Primary Center, it is considered to be growth accommodating rather than growth inducing. Additionally, the Proposed Project site would be located on a previously developed site already served by local fire stations.

The Proposed Project would be required to comply with Fire Department regulations for water availability and accessibility to fire fighting equipment to minimize any threat of a fire. The Proposed Project would comply with standard design requirements in accordance with the Title 24 of the California Code of Regulations. As described in the Program, the Proposed Project will have the LAFD review and approve the site plans prior to the State Fire Marshall's final approval. This review will provide a full site plan, including the location of all buildings, both existing and proposed, fences, drive gates, retaining walls, and other construction affecting Fire Department access, with unobstructed fire lanes for access indicated. Impacts to fire protection providers are considered less than significant and no new or expanded fire protection services or facilities would be required.

#### Public Protection

Primary law enforcement for future individual school projects would be handled by the LASPD. While law enforcement activities on the LAUSD campuses would be performed by the LASPD, general campus activities would be under the supervision of the principal, vice-principal, teachers, and other campus employees. The LAPD would be the secondary provider of police protection services within the study area and would supplement LASPD. The nearest police station to the project site is the LAPD Rampart Station, located at 2710 West Temple Street, in Los Angeles. Public police service needs are generally related to the size of the population and geographic area served, the number and type of calls for service, and other community and physical characteristics. Projects that affect these factors may increase the demand for police services. The purpose of the Proposed Project is to provide relief to overcrowded schools and maintain adequate public school facilities to meet the needs of regional population projections. Given the growth-accommodating nature of the Proposed Project as a public service, the Proposed Project is not anticipated to require new or expanded public police facilities, and would not result in significant impacts. The Proposed Project would include both design features and provisions for LASPD police officers in order to ensure safety and security at the Proposed Project site. The entries and boundaries of the campus will be fenced, secured, and controlled by the LAUSD staff and the LASPD. Therefore, the Proposed Project is not anticipated to require new or expanded public police facilities and would result in less than significant impacts.

#### **Mitigation Measures**

No mitigation measures are required.

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<sup>155</sup> LAUSD, OEHS. New School Construction Program, Draft Program Environmental Impact Report. Board Certified June 8, 2004. p. 3.15-15.

**Residual Impacts**

Impact would be less than significant.

**3F.5 Cumulative Impacts**

This analysis is based on the list of related projects provided in Table 2-1. The listed projects located within 1.5 miles of the Proposed Project site, are currently under construction, approved but not built, or proposed for development. Those projects identified in Table 2-1 would have a significant cumulative impact on fire and police protection service if they would result in an overall increase in population and structures requiring fire and police protection service. Related projects that increase population, traffic, and development may require additional fire protection and police personnel and equipment at fire and police stations serving the area. However, as described above, the Proposed Project would not result in direct project-related impacts to fire and police protection serving the proposed school. Therefore, while cumulative growth to the area may require new and expanded fire and police protection facilities, the Proposed Project's cumulative contribution to fire and police protection impacts would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

**Residual Impacts**

Impacts would be less than significant.

## CHAPTER 3G

### TRANSPORTATION AND TRAFFIC

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#### 3G.1 Introduction

This section focuses on any change in traffic that is substantial in relation to the existing traffic load and capacity of the street system (e.g. potentially result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections). The traffic impact analysis also incorporated both cumulative traffic growth from specific development projects in the surrounding area and overall ambient growth in background traffic. Data used to prepare this section was taken from the methodology, findings, and conclusions of the Traffic Study (Appendix D).<sup>156</sup>

As noted in the Initial Study (Appendix A), potential impacts related to changes in air traffic patterns, emergency access, or alternative transportation policies were found to have less than significant impacts. Therefore, these issues are not discussed in the EIR.

#### 3G.2 Existing Environmental Setting

##### Existing Roadway Conditions

Fieldwork within the project study area was undertaken to identify the condition of major roadways, to identify traffic control and approach lane configuration at each study intersection, and to identify the locations of on-street parking and transit stops.

In order to define existing traffic conditions at the study intersections, peak-hour turning movement counts were collected at the study intersections on Tuesday, April 29, 2008 and Wednesday, April 30, 2008, during the morning peak period of 6:30 a.m. to 8:30 a.m. Daily vehicle volume counts were conducted at the residential street segments identified for analysis on Tuesday, April 29, 2008, as well.

These counts were utilized to determine existing weekday a.m. peak-period levels of service. The count summary sheets are provided in Appendix D.

The primary aspects of roadways within the study area are described below.

**Vermont Avenue (north-south)** is a six-lane arterial roadway located west of the project site. Parking is permitted in the curb lane and some locations during off-peak periods. The Vermont Avenue study intersections with Beverly Boulevard and 1st Street are controlled by stop signs. The Vermont Avenue/Council Street study intersection is

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<sup>156</sup> KOA Corporation, Traffic Study for Los Angeles Unified School District Central Region Elementary School No. 20, Los Angeles CA, April 17, 2008.

controlled by stop signs on Council Street. Vermont Avenue is a major transit corridor and is utilized by MTA bus lines 204 and 754.

**Juanita Avenue (north-south)** is a two-lane roadway that connects Oakwood Avenue to the north with Council Street to the south. The roadway provides access for the commercial uses along its frontage. Curbside parking is provided along the roadway with diagonal parking provided along the west side of the roadway between Beverly Boulevard and Council Street.

**Madison Avenue (north-south)** is a two-lane roadway between Beverly Boulevard and Council Street to the south. The roadway serves the adjacent commercial land uses and provides curbside parking. ~~Madison Street~~ **Avenue** is located along the west side of a portion of the project site.

**Westmoreland Avenue (north-south)** is a two-lane roadway located along the east side of a portion of the project site. The Westmoreland Avenue/Beverly Boulevard/Silver Lake Boulevard study intersection is located north of the project site and controlled by a traffic signal. The remaining Westmoreland Avenue study intersections at Cosmopolitan Street, Council Street, and 1<sup>st</sup> Street are controlled by stop signs. Curbside parking is provided along Westmoreland Avenue in the project vicinity.

**Virgil Avenue (north-south)** is a four-lane roadway located east of the project site. Land uses along Virgil Avenue in the project vicinity are a mix of commercial and residential. Between Temple Street/Silver Lake Boulevard and 1<sup>st</sup> Street, Virgil Avenue serves MTA bus lines 26 and 201.

**Beverly Boulevard (generally east-west)** is a six-lane east-west roadway directly north of the project site. At Westmoreland Avenue, Beverly Boulevard takes on a northwest to south-east roadway alignment. Beverly Boulevard serves MTA bus lines 14 and 714.

**Cosmopolitan Street (east-west)** is a two-lane road, connecting Madison Avenue to the west and Westmoreland Avenue to the east, north of the project site. Cosmopolitan Street serves the adjacent commercial land uses and provides curbside parking.

**Council Street (east-west)** is a two-lane roadway that runs through the Proposed Project site. As part of the project, Council Street will be vacated between Juanita Avenue and ~~Madison Street~~ **Avenue**. The roadway serves the commercial and existing Virgil Middle School land uses and provides on-street parking. Virgil Middle School is located just west of the Proposed Project site.

**1<sup>st</sup> Street (east-west)** is a four-lane roadway located south of the project site. The roadway provides on-street parking and will provide access to the proposed Virgil Middle School/Central Regional Elementary School No. 20 parking lot.

## Existing Traffic Conditions

The Project study area, as defined through a Memorandum of Understanding (MOU) with Los Angeles Department of Transportation (LADOT), encompasses ten roadway intersections and five roadway segments. Traffic impacts were calculated by analyzing pre-project and post-project conditions during the weekday a.m. peak period at the study intersections. Key tasks undertaken for this traffic analysis include: 1) definition of study approach, 2) determination of existing traffic conditions, 3) trip generation forecasts of the planned project land use, 4) assignment of project-generated trips to the study area roadway system, and 5) evaluation of potential significant project impacts at the study intersections.

The current Memorandum of Cooperation (MOC) between LAUSD and LADOT, entitled Scope of Work for Site Selection and Design, and Traffic and Pedestrian Studies LAUSD New Construction Program, June 24, 2005, specifies that the traffic study for an elementary school of 800 students or more should include the study of a maximum of six intersections along the project perimeter. For this traffic analysis, ten locations were defined as study intersections based on the areas unique area roadway and land use characteristics. Three of the study intersections are controlled by traffic signals and seven intersections are controlled by stop signs. The list of intersections is provided below:

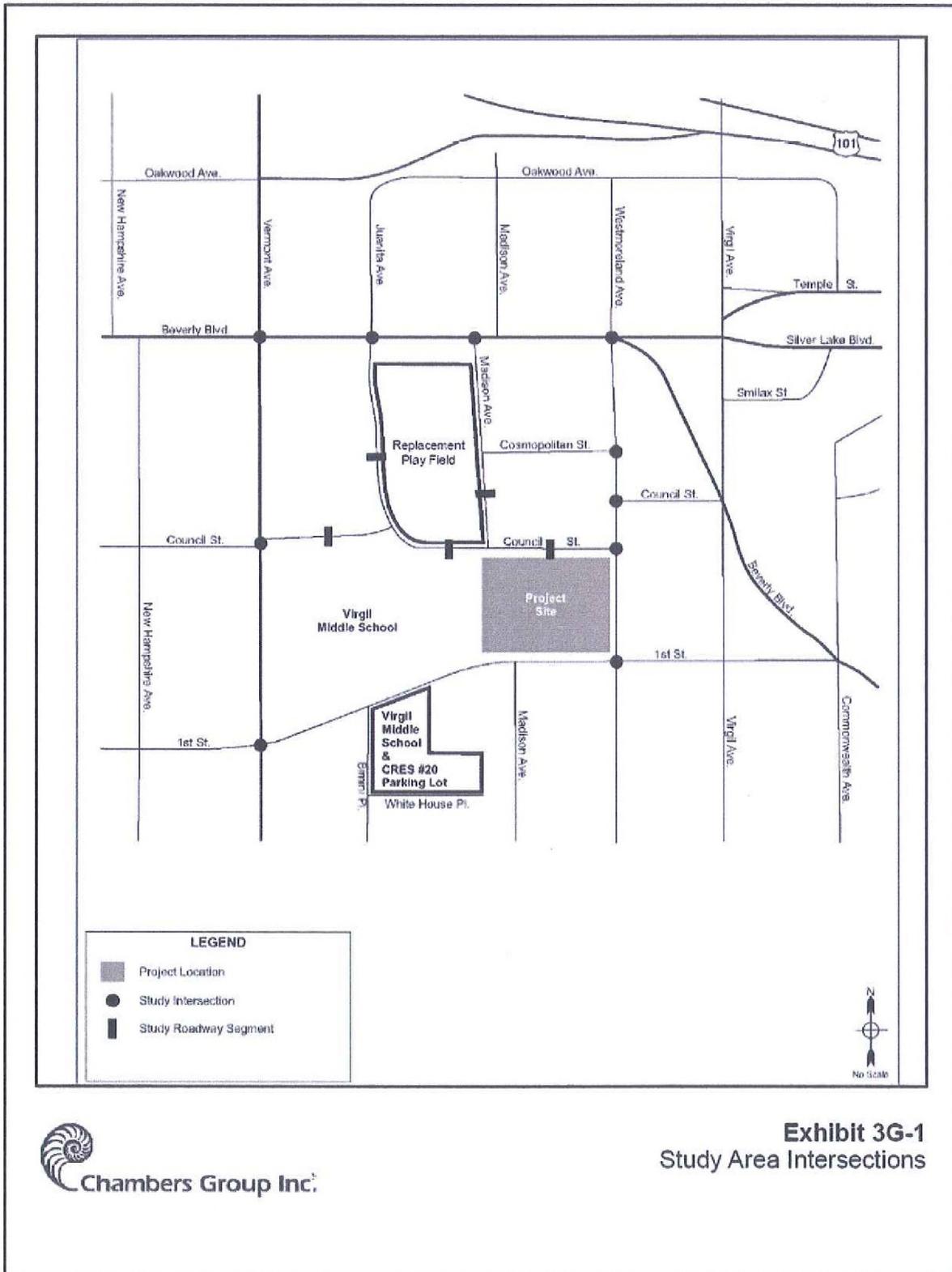
1. Vermont Avenue/Beverly Boulevard
2. Juanita Avenue/Beverly Boulevard [a]
3. Madison Avenue/Beverly Boulevard [a]
4. Westmoreland Avenue/Beverly Boulevard
5. Westmoreland Avenue/Cosmopolitan Street [a]
6. Westmoreland Avenue/Council Street (East Leg) [a]
7. Vermont Avenue/Council Street [a]
8. Westmoreland Avenue/Council Street (West Leg) [a]
9. Vermont Avenue/West 1st Street
10. Westmoreland Ave/West 1st Street [a]

[a]: Stop-controlled intersection.

The locations of the study intersections are illustrated in Exhibit 3G-1.

The Memorandum of Understanding (MOU) also requires that a residential street analysis be performed along the following roadway segments:

1. Juanita Avenue north of Council Street
2. Madison Avenue north of Council Street
3. Council Street west of Juanita Street
4. Council Street between Juanita Avenue and Madison Avenue (proposed street vacation segment)
5. Council Street east of ~~Madison Street~~ **Avenue**



Source: Traffic Study for LAUSD Central Region Elementary School #20 Figure 3, KOA Corporation.

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## Existing Transit Service

The Proposed Project site is served by bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (LACMTA or "Metro"). Transit lines that serve the overall study area, and lines that have stops within walking distance of the Proposed Project site are both described below in Table 3G-1.

**Table 3G-1  
Area Transit Lines**

Line	From / To	To / From	Via	Frequency
				7:00 AM - 9:00 AM
<b>MTA Lines</b>				
14	Downtown LA	Beverly Hills	Beverly Blvd	20 - 25 Mins
26	Hollywood	Artesia Transit Center	Avalon Blvd	13 - 25 Mins
201	Glendale	Koreatown	Silver Lake Blvd	40 Mins
204	Hollywood	Athens	Vermont	15 - 20 Mins
714	Downtown LA	Beverly Hills	Beverly Blvd	15 Mins
754	Athens	Hollywood	Vermont	9 - 14 Mins

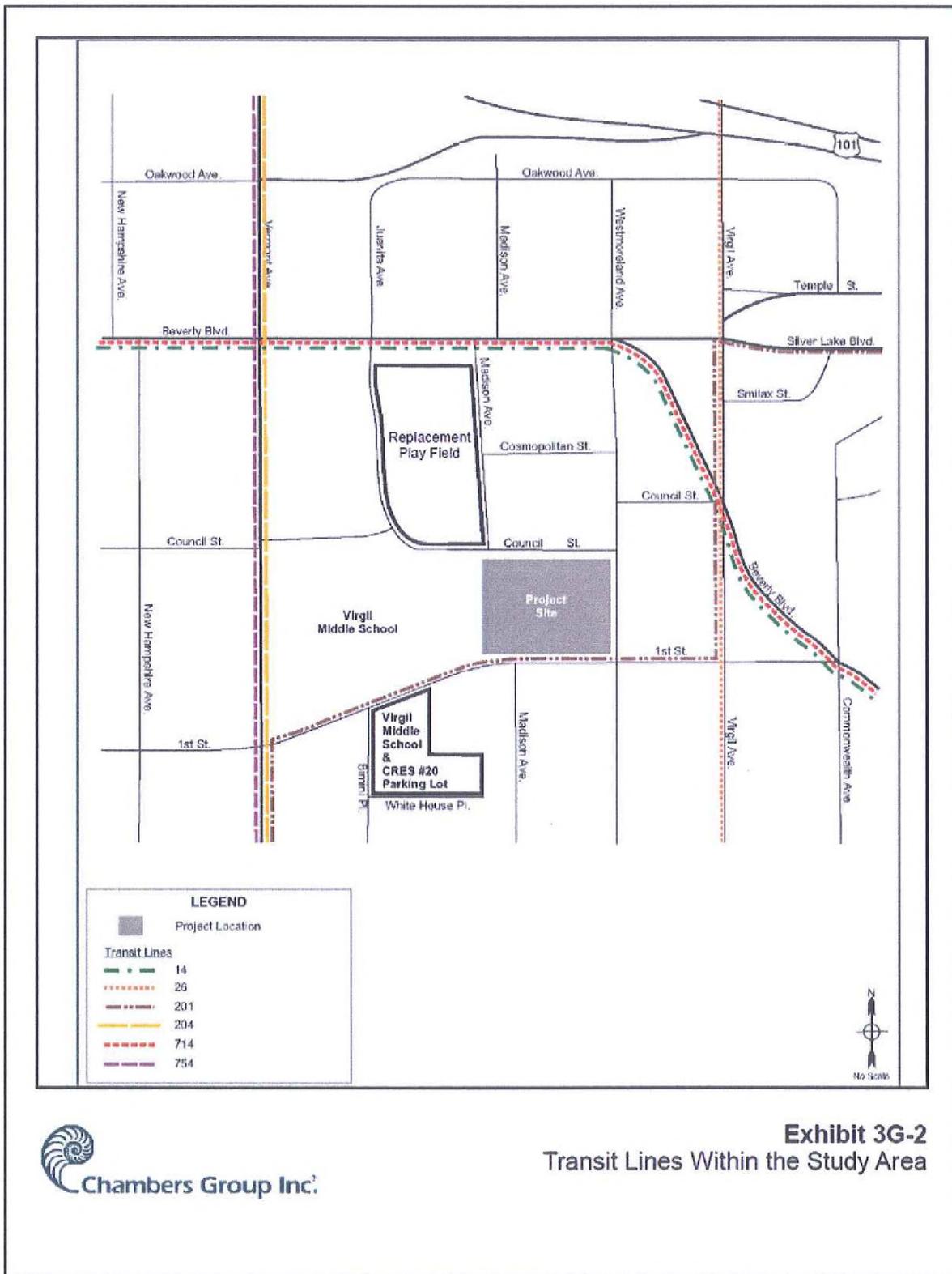
For a school facility that services middle school students, or older students in higher grades, it would be likely that the mode split of trips to and from the proposed school will be high based on the availability of transit. As the school would serve elementary students within the nearby neighborhood, however, corridor trips on transit by the school's students would not likely be a significant mode. Students would be more likely to walk or to be driven by parents/guardians. The LAUSD Program EIR states that the typical transit mode split for elementary school facilities is 1.36%, versus 5.38% for middle school facilities and 15.92% for high school facilities.

The rates utilized for project trip generation are based on facilities with transit mode splits typical to schools within the region. The utilized rates are therefore appropriate. The routes of these transit lines within the study area are illustrated within Exhibit 3G-2.

## Level of Service Definitions

The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS), which is a description of traffic performance at intersections. The level of service concept is a measure of average operating conditions at intersections during an hour. It is based on volume-to-capacity ratio (V/C) that represents the amount of traffic an intersection is able to process (capacity) compared to the level of traffic during the peak hours (volume). LOS values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway. Typically, LOS D is the lowest acceptable operating condition.

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**Exhibit 3G-2**  
 Transit Lines Within the Study Area



Source: Traffic Study for LAUSD Central Region Elementary School #20 Figure 5, KOA Corporation.

Tables 3G-2 and 3G-3 describe the level of service concept and the operating conditions expected under each level of service for unsignalized and signalized intersections, respectively.

**Table 3G-2  
Unsignalized Levels of Service (LOS)**

Delay (seconds)	LOS
0-10	A
10-15	B
15-25	C
25-35	D
35-50	E
>50	F

Source: 2000 Highway Capacity Manual, Transportation Research Board, Washington, D.C.

**Table 3G-3  
Signalized Intersection Levels of Service (LOS)**

LOS	Volume to Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.00	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAIL. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

## Project Area LOS

Using the traffic counts conducted at the study area intersections, V/C for signalized locations and per-vehicle delay for unsignalized locations were determined for the study area intersections for the peak-hour periods. Table 3G-4 provides the results of operations calculations and the corresponding LOS values for each study intersection for this scenario.

**Table 3G-4  
Study Intersection Operations – Existing (2008) Conditions**

Intersection		Weekday AM Peak	
		V/C	LOS
1.	N Vermont Ave and Beverly Blvd	0.722	C
2.	Juanita Ave and Beverly Blvd [a]	0.411	A
3.	Madison Ave and Beverly Blvd [a]	0.548	A
4.	Westmoreland Ave and Beverly Blvd	0.381	A
5.	Westmoreland Ave and Cosmopolitan St [a]	0.138	A
6.	Westmoreland Ave and Council St (East Leg) [a]	0.192	A
7.	N Vermont Ave and Council St [a]	0.831	D
8.	Westmoreland Ave and Council St (West Leg) [a]	0.266	A
9.	N Vermont Ave and W 1 <sup>st</sup> St	0.698	B
10	Westmoreland Ave and W 1 <sup>st</sup> St [a]	0.565	A

None of the study intersections currently operate at LOS E or F during the weekday a.m. peak hour based on this analysis.

### Future Baseline Traffic Volumes.

An analysis of future traffic conditions was conducted in the study area with ambient growth and trips from area projects, but without the Proposed Project. The year 2012 was selected for analysis based on the anticipated opening date of the school project.

### Ambient Growth

For the analysis of background/ambient traffic growth between the existing and future analysis years, an annual traffic growth rate factor of 1 percent (per the Project MOU with LADOT) was utilized. This growth rate was compounded over the period between existing conditions (Year 2008) and future conditions (Year 2012) using the factor of 1.04.

## Area Projects

An area of influence within a 1.5-mile radius from the project site was utilized in order to capture specific locations of other approved and pending projects. Information on other planned projects was gathered from the LADOT Development Review database, which is the clearinghouse for traffic studies and environmental reports tracked by the City.

A total of seventeen area projects that would potentially contribute measurable traffic volumes to the study area during the future analysis period were included in the study. A list of the area projects and the estimated trip generation of each is provided within Table 3G-5.

Trip generation rates and in/out splits applied to the planned area project intensities were based on *Trip Generation (7<sup>th</sup> edition)*, published by the Institute of Transportation Engineers (ITE). The area projects, in total, are expected to generate an approximate total of 2,414 trips during the a.m. peak hour.

For purposes of analysis, the area projects were separated into zones that could be included in the traffic analysis. The area project traffic volumes were added to the surrounding street system using a distribution and assignment methodology appropriate to the overall roadway network.

**Table 3G-5  
Trip Generation of Area Projects**

Map #	Location	Land Use	Intensity	Units	Daily Total	AM Peak		
						Total	In	Out
1	2515 Olympic Bl	Auto Sales	25.9	ksf	832	48	36	12
2	648 S Vermont Av	Apartments	444	du	560	45	27	18
		Retails	30.6	ksf				
3	W 6th Street	Middle School	789	student	0	103	57	46
4	648 Western Ave	Retails	49.9	ksf	1,700	45	27	18
		Apartments	240	du				
5	2323 Olympics Bl	Condos	87	du	2,304	79	48	31
		Retails	70.2	ksf				
6	922 Western Ave	Apartments	63	du	735	29	18	11
		Retails	13.5	ksf				
7	600 Hobart Bl	Condos	70	du	777	40	24	16
		Retails	8.6	ksf				
8	3800 Wilshire Bl	Apartments	91	du	612	46	9	37
9	238 Manhattan Pl	Elementary School Expansion	100	student	799	82	45	37
10	2100 W 3rd St	Medical Office	24	ksf	870	60	47	13
11	981 S Arapahoe St	Condos	60	du	572	29	18	11
		Retails	6	ksf				
12	Alvarado St	LAUSD CRES#14	875	student	910	277	152	125
13	3670 W Wilshire Bl	Condos	378	du	2,480	197	120	77
		Retails	8	ksf				
14	450 SWestern Ave	Mixed Use	130.5	ksf	3,048	53	32	21
15	2525 W Wilshire Bl	Condos	118	du	785	57	35	22
		Retails	3	ksf				
16	3033 W Wilshire Bl	Condos	190	du	1,351	90	55	35
		Retails	5.54	ksf				
17	3154 W Wilshire Bl	Condos	464	du	558	110	67	43
		Retails	25	ksf				
18	844 S Fedora Ave	Condos	38	du	102	8	1	7
19	694 S Hobart Bl	Condos	242	du	2,043	67	41	26
		Health Club	27.5	ksf				
		Restaurant	26.6	ksf				
		High Turnover Restaurant	4.2	ksf				
		Night Club	9.7	ksf				
		Office	13.6	ksf				
		Retails	4.4	ksf				
20	100 N Western Ave	Shopping Center	40.8	ksf	3,592	154	94	60
		Supermarket	48	ksf				
		Apartments	187	du				
21	3324 Wilshire Bl	Condos	108	du	781	52	32	20
		Retails	3.45	ksf				
22	2789 W Olympics Bl	Medical Office	46.77	ksf	1,936	122	74	48
		Retail	5.57	ksf				

Exhibit 3G-3 illustrates the locations of these projects within the study area and the zone grouping used in the traffic model. The assignment of area project trips is illustrated on Exhibit 3G-4.

To analyze future conditions with area projects, intersection turn volumes with ambient growth and area/related projects traffic were input into the analysis. Table 3G-6 summarizes the LOS of the study area intersections under this scenario.

**Table 3G-6  
Intersection Performance – Future (2012) + Area Projects Conditions**

Intersection		Weekday AM Peak	
		V/C	LOS
1.	N Vermont Ave and Beverly Blvd	0.836	D
2.	Juanita Ave and Beverly Blvd [a]	0.455	A
3.	Madison Ave and Beverly Blvd [a]	0.591	A
4.	Westmoreland Ave and Beverly Blvd	0.418	A
5.	Westmoreland Ave and Cosmopolitan St [a]	0.143	A
6.	Westmoreland Ave and Council St (East Leg [a]	0.199	A
7.	N Vermont Ave and Council St [a]	0.883	D
8.	Westmoreland Ave and Council St (West Leg) [a]	0.276	A
9.	N Vermont Ave and W 1 <sup>st</sup> St	0.762	C
10.	Westmoreland Ave and Council St (West Leg) [a]	0.588	A

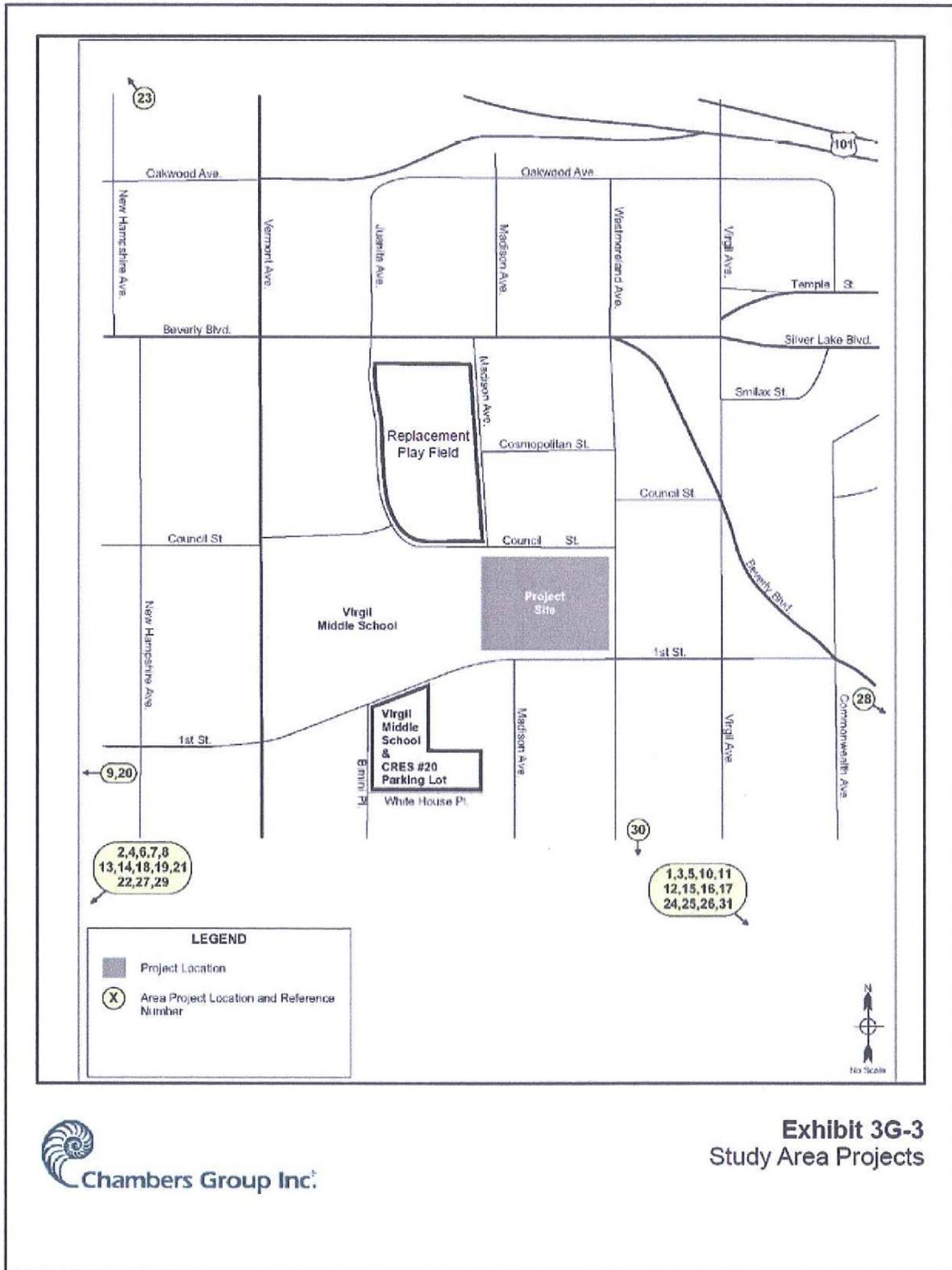
With the addition of annual ambient growth and future area project trips, the LOS values at the study intersections would operate at LOS D or better during the a.m. peak hours.

### Existing Parking Conditions

A parking lot for staff/faculty vehicles would be provided at the southern portion of the Proposed Project site. The parking area would provide parking spaces for 72 vehicles for CRES No. 20 and 65 vehicles for Virgil Middle School.

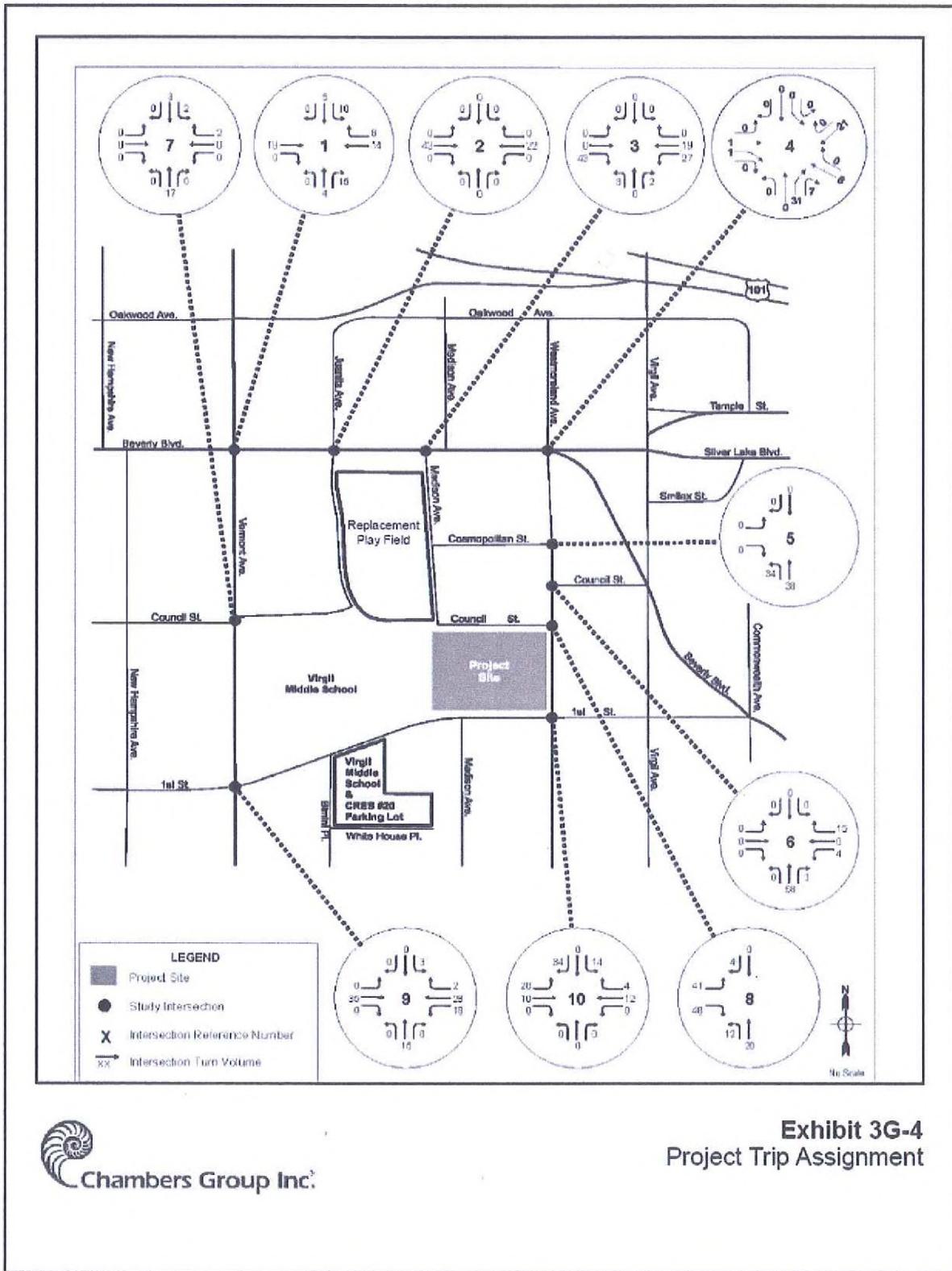
Based on a conservative assumption that all 62 staff/faculty members would drive alone, the parking supply would be sufficient. The available on-street parking within the immediate area surrounding the project site was surveyed to determine the average available supply for any potential overflow of visitor parking demand during a typical weekday. The survey was conducted on May 7, 2008, at approximately 2 p.m.

On-street parking areas were visually surveyed during school operating hours on May 7, 2008 to determine the availability of area parking – available spaces were estimated by average vehicle length. The resulting numbers are conservative, as areas with active street-cleaning restrictions on the survey day were excluded.



Source: Traffic Study for LAUSD Central Region Elementary School #20 Figure 8, KOA Corporation.

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**Exhibit 3G-4**  
**Project Trip Assignment**

Source: Traffic Study for LAUSD Central Region Elementary School #20 Figure 15, KOA Corporation.

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The available on-street parking supply on the roadways surrounding the project site totals 84 spaces and does not account for the additional parking supply that will be available after the removal of the existing land uses. Based on the parking analysis conducted, the Proposed Project is not expected to cause any significant impacts to on-street parking supplies on roadways immediately surrounding the project site.

### **3G.3 Applicable Regulations**

#### **County of Los Angeles Congestion Management Plan (CMP)**

The Congestion Management Program (CMP) was created statewide because of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires the analysis of the traffic impacts of individual development projects with potentially regional significance. A specific system of arterial roadways plus all freeways comprises the CMP system. In conformance with CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted at:

- CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the Proposed Project would add 50 or more vehicle trips during either morning or afternoon weekday peak hours.
- CMP mainline freeway-monitoring locations, where the project would add 150 or more trips, in either direction, during the either the morning or afternoon weekday peak hours.

### **3G.4 Impacts and Mitigation**

#### **Methodology**

The methodology for the traffic study, in general, was to (1) establish the existing baseline traffic conditions, (2) develop the projected future baseline conditions without the Proposed Project by considering the combined effects of ambient growth and trips from proposed area projects in the study vicinity, (3) estimate the level of traffic that would be generated by the Proposed Project, (4) conduct a comparative analysis of traffic conditions with and without the Proposed Project, and (5) identify potential mitigation measures. The analysis is based on the morning (a.m.) and afternoon (p.m.) peak hour traffic volumes on the streets and intersections in the immediate project vicinity.

#### **Project Generated Traffic**

The trip generation rates for the Proposed Project were taken from definitions provided within the current Memorandum of Cooperation (MOC) between LADOT and LAUSD dated June, 2005. The MOC was established to standardize the creation of, and streamline the review of, traffic studies for LAUSD projects within the City of Los Angeles.

The trip generation basis for the Proposed Project is provided in Table 3G-5. The estimated trip generation of the school use was based on its intensity, which is defined by the student seating capacity of the facility. The use of this methodology allows a total trip generation to be defined (by parent vehicles, school buses, staff/faculty vehicles, and delivery vehicles) based on the size of the school facility.

Student numbers represent the planned maximum seating capacity of the school facility. Based on the trip generation methodology that accounts for removal of the existing land uses and construction of the school, it is estimated that the Proposed Project would generate 142 vehicle trips during the weekday a.m. peak period (58 vehicles entering and 83 vehicles exiting).

### **Neighborhood Impact Analysis**

In addition to analyzing key intersections within the study area, two residential street segments were included in this analysis. Similar to the intersection analysis, the existing average daily traffic (ADT) at each study segment was adjusted to include the ambient growth and any related project traffic estimated on the residential roadway segments. Project traffic was then added to these study roadway segments, which represent the future with project condition. The analysis of pre-project and post-project volumes determines whether the Proposed Project would negatively affect operations on these local two-lane roadways.

### **Criteria for Determining Significance**

The Proposed Project would have significant traffic impacts if it would:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate parking capacity; or
- Result in cumulatively considerable impact with respect to traffic.

### **Project Generated Traffic**

Generally, significant traffic impacts are identified if a proposed development will result in a change in traffic conditions at a study intersection or roadway segment beyond an established threshold. Impacts can also be potentially significant if an intersection is already operating below the poorest acceptable level and project traffic will cause a further decline below the threshold.

The City of Los Angeles Department of Transportation (LADOT) has established specific thresholds for project related increases in the volume-to-capacity ratio (V/C) of study intersections. The following increases in peak hour V/C ratios from a proposed project are considered "significant" impacts:

Level of Service	Post-Project V/C	Project Related v/c increase
C	< 0.70 – 0.80	Equal to or greater than 0.040
D	< 0.80 – 0.90	Equal to or greater than 0.020
E and F	0.90 or more	Equal to or greater than 0.010

### Neighborhood Impact Analysis

The City of Los Angeles Department of Transportation (LADOT) has established thresholds for project-related increases in the average daily traffic (ADT) on study roadway segments. The following increases in ADT are considered "significant" impacts:

**Table 3G-7  
ADT Thresholds**

ADT with Project	Maximum Project-Related Increase in ADT
0 to 999	16%
1,000 or more	12%
2,000 or more	10%
3,000 or more	8%

### Project Impacts

**Impact 3G-1: The Proposed Project would have a significant impact if it would cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).**

*The Proposed Project would cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. This impact is potentially significant.*

#### Project Generated Traffic

The Proposed Project would provide approximately 800 two-semester seats for students in grades kindergarten through fifth grade. The new school facility would operate with approximately 62 faculty and staff. School hours would generally be from

8:00 a.m. to 3:00 p.m. with staff and students arriving on campus between 7:00 a.m. and 8:00 a.m. and leaving between 3:00 p.m. and 5:00 p.m. The existing land uses on the site would be removed as would the White House Place Primary Center, which would be replaced with a surface parking lot to be shared by the Virgil Middle School and Central Region Elementary School No. 20 faculty and staff. A portion of Council Street, between Madison Avenue and Juanita Avenue, will be vacated and become part of the site.

To account for the proposed Council Street vacation, an adjustment to existing traffic volumes had to be made taking existing traffic that utilized Council Street between Juanita Avenue and Madison Street ~~Street~~ **Avenue** and redistributing that traffic to adjacent roadways. The adjustment that was made is provided in Exhibit 3G-5.

The trip generation rates for the project were taken from definitions provided within the current MOC between LADOT and LAUSD dated June, 2005. The MOC was established to standardize the creation of, and streamline the review of, traffic studies for LAUSD projects within the City of Los Angeles.

The trip generation basis for the Proposed Project is provided in Table 3G-8. The estimated trip generation of the school use was based on its intensity, which is defined by the student seating capacity of the facility. The use of this methodology allows a total trip generation to be defined (by parent vehicles, school buses, staff/faculty vehicles, and delivery vehicles) based on the size of the school facility.

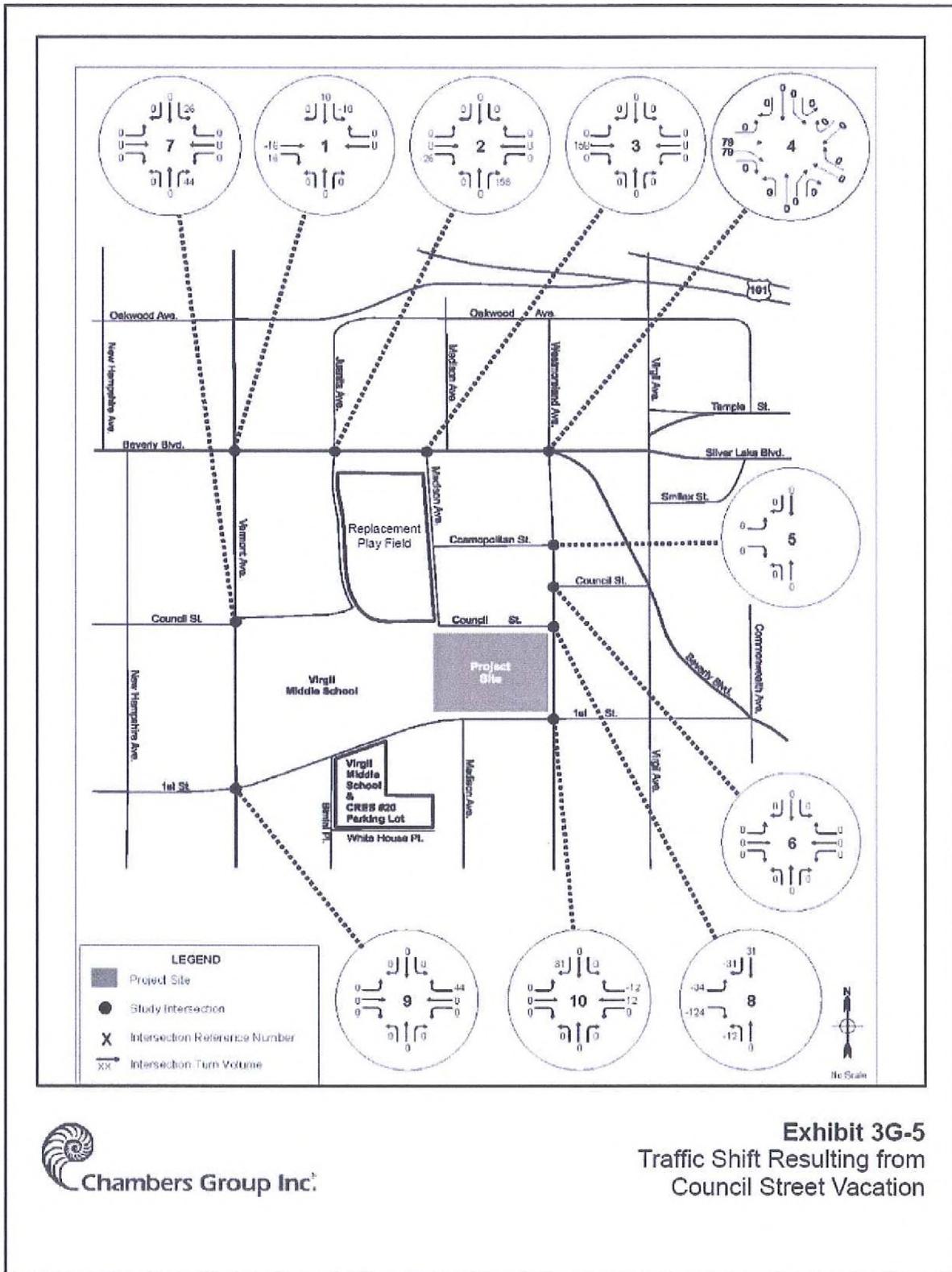
Student numbers represent the planned maximum seating capacity of the school facility. Based on the trip generation methodology that accounts for removal of the existing land uses and construction of the school, it is estimated that the Proposed Project would generate 142 vehicle trips during the weekday a.m. peak period (58 vehicles entering and 83 vehicles exiting).

**Table 3G-8  
Project Trip Generation**

Land Use	Intensity	Units	Daily Total	AM Peak		
				Total	In	Out
<b><i>Trip Generation Rates</i></b>						
Elementary School [1]	-	students	1.29	0.34	0.19	0.15
General Light Industrial	-	KSF	6.97	0.92	0.81	0.11
<b><i>Trip Generation Estimates</i></b>						
Elementary School [1]	800	students	1,032	272	152	120
<b><i>Existing Trip Credits</i></b>						
Primary Center [1]	195	students	(252)	(67)	(38)	(30)
General Light Industrial	68.415	KSF	(477)	(63)	(56)	(7)
<b>Total</b>			<b>303</b>	<b>142</b>	<b>58</b>	<b>83</b>

[1] Morning peak hour rates were based the Memorandum of Cooperation (MOC) between City of Los Angeles and LAUSD, June 24, 2005.

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Source: Traffic Study for LAUSD Central Region Elementary School #20 Figure 11, KOA Corporation.

A comparison of all peak hour study scenarios analyzed, and significant impact calculations for the Proposed Project, are provided within Table 3G-9. Traffic impacts of the Proposed Project were calculated by comparing future pre-project conditions to future post-project conditions. The determination of significant traffic impacts is provided in the right two columns of the table.

LADOT traffic guidelines do not define significant impacts at unsignalized intersections, but the methodology utilized for this analysis allows signalized intersection impact thresholds to be utilized for all of the study intersections. This methodology complies with current LADOT policies for traffic impact analyses.

**Table 3G-9  
Significant Project Impact Calculations – Weekday a.m. Peak Period**

Intersection	Existing Conditions (Year 2007)		Future Base Conditions (Year 2008)		Future Base with Project Conditions (Year 2008)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
1. N Vermont Ave and Beverly Blvd	0.772	C	0.836	D	0.844	D	0.008	No
2. Juanita Ave and Beverly Blvd [a]	0.411	A	0.455	A	0.567	A	0.112	No
3. Madison Ave and Beverly Blvd [a]	0.548	A	0.591	A	0.614	B	0.023	No
4. Westmoreland Ave and Beverly Blvd	0.381	A	0.418	A	0.452	A	0.034	No
5. Westmoreland Ave and Cosmopolitan St [a]	0.138	A	0.143	A	0.194	A	0.051	No
6. Westmoreland Ave and Council St (East Leg) [a]	0.192	A	0.199	A	0.224	A	0.025	No
7. N Vermont Ave and Council St [a]	0.831	D	0.883	D	0.895	D	0.012	No
8. Westmoreland Ave and Council St (West Leg) [a]	0.266	A	0.276	A	0.210	A	-0.066	No
9. N Vermont Ave and W 1st St	0.698	B	0.762	C	0.780	C	0.018	No
10. Westmoreland Ave and W 1st St [a]	0.565	A	0.588	A	0.661	B	0.073	No

[a] Stop-controlled intersection. LOS was calculated based on the 1,200 capacity utilizing the Circular 212 methodology.

As shown in Table 3G-9, the Proposed Project will not have any significant intersection impacts as defined by the LADOT significant impact criteria.

### Neighborhood Impact Analysis

Table 3G-10 provides a summary of project traffic impacts on study roadway segments. All of the analyzed roadway segments would be impacted (identified by "YES" in the right-most column of the table) due to the addition of traffic from the Proposed Project by future Year 2012.

**Table 3G-10  
Neighborhood Street Impact**

Street Segment	Existing ADT	Change due to Street Vacation	Distrib.	Project Traffic	ADT With Project	Increase	Signif?
1. Juanita Avenue north of Council Street	1,279	1,580	0%	0	2,859	123.5%	<b>YES</b>
2. Madison Avenue north of Council Street	630	0	80%	242	872	38.5%	<b>YES</b>
3. Council Street west of Juanita Street	2,072	700	0%	0	2,772	33.8%	<b>YES</b>
4. Council Street between Juanita Avenue and Madison Avenue (proposed street vacation segment)	1,874	-1,874	0%	0	0	-100.0%	N/A
5. Council Street east of Madison Street	2,018	0	80%	242	2,260	12.0%	<b>YES</b>

As shown in Table 3G-10, the local roadways north of the project site will have significant impacts, based on the City criteria, as a result in traffic shifts from the proposed Council Street vacation and the increase in traffic associated with the Proposed Project.

The Proposed Project would create a neighborhood street traffic impact, based on the City traffic study guidelines, on Juanita Avenue, Madison Avenue, and on Council Street in the project vicinity. Roadway widening is not feasible due to the adjacent commercial and school uses. LADOT guidelines for traffic impact analyses reports state that if significant project traffic impacts occur on roadway segments, and if no physical roadway improvements can be realized, the development applicant should coordinate with LADOT to develop a Neighborhood Traffic Management Plan.

**Mitigation Measures**

**M 3G-1:** LAUSD shall coordinate with LADOT and contribute toward the development of a Neighborhood Traffic Management Plan, which would be implemented by the City.

**Residual Impacts**

Impacts would be less than significant with mitigation incorporated.

**Impact 3G-2:** The Proposed Project would have a significant impact if it would exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

*The Proposed Project would not exceed a level of service standard established by the county congestion management agency for designated roads or highways. There would be no impact.*

The Congestion Management Program (CMP) was created statewide because of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either a.m. or p.m. weekday peak hours.
- At CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during the either the a.m. or p.m. weekday peak hours.

There are CMP freeway monitoring locations on the US-101 Hollywood Freeway, to the northeast of the study area defined for the project traffic impact analysis, but this freeway facility is beyond the service area of the proposed school facility. The school would serve the local neighborhood and would relieve overcrowding at local schools. Based on the analyzed trip assignment of the Proposed Project, there would not be 150 or more trips added to the closest US-101 ramps or the nearest mainline segment. Therefore, no further analysis of CMP freeway monitoring locations is required.

There are no CMP intersections in the project vicinity. Therefore, no further analysis of CMP arterial monitoring stations is required and no significant impacts are expected.

### **Mitigation Measures**

No mitigation measures are required.

### **Residual Impacts**

Impacts would be less than significant without mitigation.

**Impact 3G-3: The Proposed Project would have a significant impact if it would substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**

*The Proposed Project may increase hazards due to a design feature or incompatible uses. Impacts would be potentially significant.*

Construction of the Proposed Project would result in the temporary closure of sidewalks along the perimeter of the proposed school site. LAUSD requires its construction contractors to prepare and implement a construction worksite traffic control plan. Any construction-related sidewalk obstructions would be short term and pedestrians would be re-directed to unobstructed sidewalks elsewhere in the vicinity. As such, construction-related impacts would be less than significant.

Operation of the Proposed Project would result in new vehicle circulation patterns on and adjacent to the Proposed Project site. Vehicular/pedestrian access to CRES No. 20 would be primarily along Council Street. It should be noted that the loading areas for the passenger vehicles and school buses are separated in accordance with LAUSD Guidelines. The proposed campus would be designed as follows:

- The passenger loading area for CRES No. 20 would be along the northern frontage of the CRES No. 20 site along the south side of Council Street, which is a local roadway.
- The existing total width of the sidewalk and adjacent parkway is less than the standard width of eight feet along the designated loading area. The site plan, however, provides for a sidewalk of a minimum of eight feet.
- School parking and delivery access driveways will be located away from the pick-up/drop-off area. Staff parking would be located within a separate area of the site, and visitor parking will not be allowed in the pick-up/drop-off area during major ingress and egress times.
- Safe Routes to School maps have already been prepared for the existing Virgil MS and White House Place PC. A final "Safe Routes to School" map will be formalized for parent and student use, as planning for the new and reconfigured facilities moves forward.

### **Mitigation Measures**

Refer to mitigation measures M 3E-1 through M 3E-43.

### **Residual Impacts**

Impacts would be less than significant with mitigation.

### **Impact 3G-4: The Proposed Project would have a significant impact if it would result in inadequate parking capacity.**

*The Proposed Project would not result in inadequate parking capacity.*

A parking lot for staff/faculty vehicles would be provided at the eastern portion of the Proposed Project site. The parking area would provide parking spaces for 72 vehicles for CRES No. 20 and 65 spaces for Virgil Middle School.

The available on-street parking within the immediate area surrounding the project site was surveyed to determine the average available supply for any potential overflow of visitor parking demand during a typical weekday. On-street parking areas were visually surveyed during school operating hours, on May 7, 2008 by KOA, to determine the availability of area parking. The resulting numbers are conservative, as areas with active street-cleaning restrictions on the survey day were excluded. Table 3G-11 shows the results of the parking survey.

Existing area on-street parking availability would more than accommodate any overflow parking demand that would be generated by the Proposed Project. Therefore, project-

related parking demand on the area on-street parking supply would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

**Residual Impacts**

Impacts would be less than significant without mitigation.

**Table 3G-11  
Area Parking Availability and Usage Survey Summary**

Roadway	Segment	Supply	Parking Demand	% Occupied	Special Conditions
Cosmopolitan Street	Madison Avenue to Westmoreland Avenue	27	13	48%	
Council Street	Virgil Street to Westmoreland Avenue	15	15	100%	Construction
	Westmoreland Avenue to Madison Avenue	32	21	66%	
	Madison Avenue to Juanita Avenue	10	7	70%	
	Juanita Avenue to Vermont Avenue	23	23	100%	
W 1st Street	Virgil Street to Westmoreland Avenue	6	6	100%	Construction
	Westmoreland Avenue to Madison Avenue	0	0	N/A	
	Madison Avenue to Bimini Place	10	8	80%	
	Bimini Place to Vermont Avenue	7	6	86%	
Juanita Avenue	Silver Lake Boulevard to Council Street	33	34	103%	
Madison Street	Silver Lake Boulevard to Cosmopolitan Street	7	5	71%	NS 8am-4pm 5.7-5.9
	Cosmopolitan Street to Council Street	14	3	21%	
	South of W 1st Street	41	18	44%	
Westmoreland Avenue	Silver Lake Boulevard to Cosmopolitan Street	12	10	83%	
	Cosmopolitan Street to Council Street (E)	10	10	100%	
	Council Street (E) to Council Street (W)	3	3	100%	
	Council Street (W) to W 1st Street	24	19	79%	
	South of W 1st Street	48	37	77%	
<b>TOTALS</b>		<b>322</b>	<b>238</b>	<b>74%</b>	
<b>Available Parking</b>			<b>84</b>	<b>26%</b>	

**3G.5 Cumulative Impacts**

**Impact 3G-5: The Proposed Project would have a significant impact if it would result in cumulatively considerable impact with respect to traffic.**

*The Proposed Project would not result in a cumulatively considerable impact with regard to traffic.*

An area of influence within a 1.5-mile radius from the Project site was utilized in order to capture specific locations of other approved and pending projects. Information on other planned projects from the LADOT Development Review database, which is the

clearinghouse for traffic studies and environmental reports tracked by the City, was researched.

A total of seventeen area projects that would potentially contribute measurable traffic volumes to the study area during the future analysis period were included in the study. A list of the area projects and the estimated trip generation of each is provided within Table 3G-12.

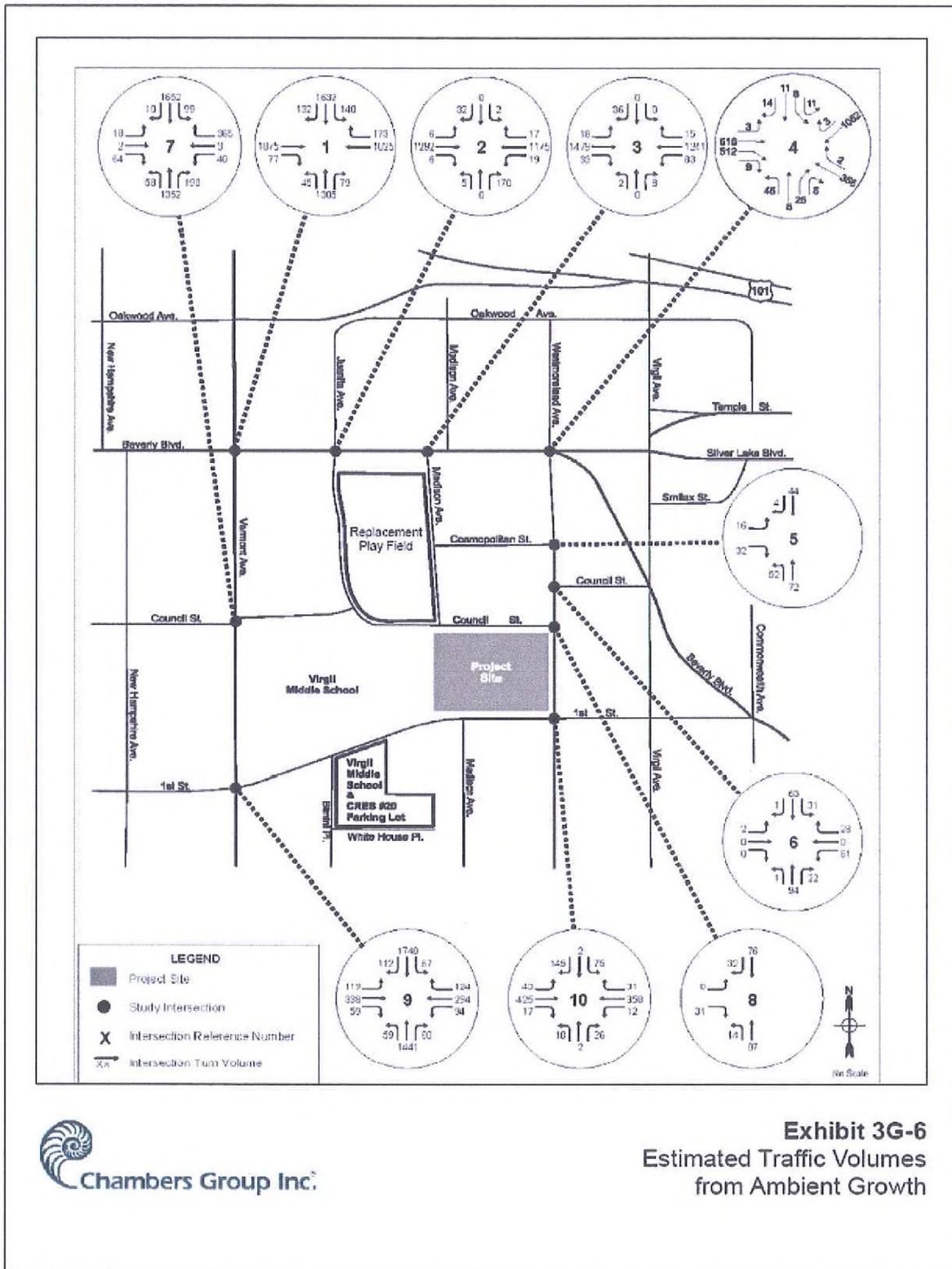
The estimated volumes of traffic from ambient growth that would travel through the 10 study area intersections are shown on Exhibit 3G-6 (a.m. peak), and are calculated to account for the traffic growth generated by the proposed development projects identified in Table 3G-12. Therefore, any additional traffic generated by cumulative project development in the area is included in the growth factor used for the year 2012 traffic projections. Based on this analysis (see Impact 3G-1 above), traffic generated as a result of cumulative growth projects is included in the analysis for this Proposed Project, which found that projected 2012 traffic impacts are less than significant. Therefore, the Proposed Project would result in a less than significant contribution to cumulative traffic impacts within the area.

**Table G-12  
Trip Generation of Area Projects**

Map #	Location	Land Use	Intensity	Units	Daily Total	AM Peak		
						Total	In	Out
1	2515 Olympic Bl	Auto Sales	25.9	ksf	832	48	36	12
2	648 S Vermont Av	Apartments	444	du	560	45	27	18
		Retails	30.6	ksf				
3	W 6th Street	Middle School	789	student	0	103	57	46
4	648 Western Ave	Retails	49.9	ksf	1,700	45	27	18
		Apartments	240	du				
5	2323 Olympics Bl	Condos	87	du	2,304	79	48	31
		Retails	70.2	ksf				
6	922 Western Ave	Apartments	63	du	735	29	18	11
		Retails	13.5	ksf				
7	600 Hobart Bl	Condos	70	du	777	40	24	16
		Retails	8.6	ksf				
8	3800 Wilshire Bl	Apartments	91	du	612	46	9	37
9	238 Manhattan Pl	Elementary School Expansion	100	student	799	82	45	37
10	2100 W 3rd St	Medical Office	24	ksf	870	60	47	13
11	981 S Arapahoe St	Condos	60	du	572	29	18	11
		Retails	6	ksf				
12	Alvarado St	LAUSD CRES#14	875	student	910	277	152	125
13	3670 W Wilshire Bl	Condos	378	du	2,480	197	120	77
		Retails	8	ksf				
14	450 SWestern Ave	Mixed Use	130.5	ksf	3,048	53	32	21
15	2525 W Wilshire Bl	Condos	118	du	785	57	35	22
		Retails	3	ksf				
16	3033 W Wilshire Bl	Condos	190	du	1,351	90	55	35
		Retails	5.54	ksf				
17	3154 W Wilshire Bl	Condos	464	du	558	110	67	43
		Retails	25	ksf				
18	844 SFedora Ave	Condos	38	du	102	8	1	7
19	694 SHobart Bl	Condos	242	du	2,043	67	41	26
		Health Club	27.5	ksf				
		Restaurant	26.6	ksf				
		High Turnover Restaurant	4.2	ksf				
		Night Club	9.7	ksf				
		Office	13.6	ksf				
20	100 N Western Ave	Shopping Center	40.8	ksf	3,592	154	94	60
		Supermarket	48	ksf				
		Apartments	187	du				
		Condos	108	du				
21	3324 Wilshire Bl	Retails	3.45	ksf	781	52	32	20
		Medical Office	46.77	ksf				
22	2789 W Olympics Bl	Retail	5.57	ksf	1,936	122	74	48

**Table 3G-12  
Trip Generation of Area Projects (Continued)**

Map #	Location	Land Use	Intensity	Units	Daily Total	AM Peak		
						Total	In	Out
23	5245 Santa Monica Bl	Apartments	68	du	2,526	66	40	26
		Retails	51.7	ksf				
24	2950 W 6th St	Hotel	80	room	2,628	163	99	64
		Condo Hotel	112	du				
		Condos	165	du				
		Retails	7.5	ksf				
		Restaurant	13	ksf				
25	1901 W 7th St	Ph.1 - Apartments	90	du	1,504	90	55	35
		Ph.1 - Retails	15.5	ksf				
		Ph.2 - Apartments	82	du				
		Ph.2 - Retails	17.3	ksf				
26	991 S Arapahoe St	Condos	46	du	270	20	3	17
27	805 S Catalina St	Condos	224	du	1,395	119	73	46
		Retails	7	ksf				
28	3200 W Beverly Bl	Apartments	32	du	426	17	10	7
		Retails	5.87	ksf				
29	670 S Berendo St	Apartments	150	du	958	59	12	47
30	3400 W 3rd St	Condos	147	du	1,756	70	43	27
		Apartments	261	du				
		Retails	20	ksf				
31	820 S Hoover St	Condos	32.0	du	365	17	10	7
		Retails	4.5	ksf				
		Office	1.4	ksf				
<b>TOTAL TRIPS</b>					<b>39,175</b>	<b>2,414</b>	<b>1,406</b>	<b>1,007</b>



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**Mitigation Measures**

No mitigation measures are required.

**Residual Impacts**

The Proposed Project would result in less than significant cumulative impacts without mitigation.

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# CHAPTER 4 - ALTERNATIVES ANALYSIS

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## 4.1 INTRODUCTION AND OVERVIEW

CEQA requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly avoid or lessen any significant environmental impacts while substantially attaining the basic objectives of the project.<sup>157</sup> An EIR should also evaluate the comparative merits of the alternatives. This chapter describes potential alternatives to the Proposed Project that were considered, identifies alternatives that were eliminated from further consideration and reasons for dismissal, and analyzes available alternatives in comparison to the potential environmental impacts associated with the Proposed Project.

Key provisions of the *CEQA Guidelines* pertaining to the alternatives analysis are summarized below:

- The discussion of alternatives shall focus on alternatives to the Proposed Project or its location that are capable of avoiding or substantially lessening any significant effects of the Proposed Project, even if these alternatives would impede to some degree the attainment of the Proposed Project objectives, or would be more costly.
- The No Project Alternative shall be evaluated. The No Project analysis shall discuss the existing conditions at the time the Notice of Preparation is published. Additionally, the analysis shall discuss what would be reasonably expected to occur in the foreseeable future if the Proposed Project were not approved, based on current plans and consistent with available infrastructure and community services.
- The range of alternatives required in an EIR is governed by a “rule of reason”; therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. Alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Proposed Project.
- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the Proposed Project need to be considered for inclusion in the EIR.
- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.<sup>158</sup>

The range of feasible alternatives is selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether

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<sup>157</sup> *CEQA Guidelines*, CCR, Title 14, Division 6 Chapter 3, §15126.6, 2007.

<sup>158</sup> *Ibid.*

the proponent could reasonably acquire, control, or otherwise have access to the alternative site.<sup>159</sup> An EIR need not consider an alternative whose effects cannot be reasonably identified, whose implementation is remote or speculative, and that would not achieve the basic project objectives.

## 4.2 PROJECT OBJECTIVES

As discussed in Chapter 2, Project Description and Environmental Setting, the Proposed Project is intended to implement the *Facilities Master Plan* to provide for a portion of the educational needs of students within LAUSD's Central Region Planning Area for students in grades Kindergarten through fifth. Implementation of the Proposed Project is intended to fulfill the following project-specific objectives:

- Relieve overcrowding at Alexandria, Frank del Olmo, Caheunga, and Charles H. Kim Elementary Schools, as well as White House Place Primary Center;
- Provide a neighborhood school on a traditional single-track, two-semester calendar;
- Eliminate involuntary busing of students as soon as possible;
- Reduce reliance on portable classrooms as soon as possible;
- Create a school that is a center of community engagement both during and outside of normal operating hours;
- Maintain traditional classroom instruction hours for elementary school students of approximately 8:00 a.m. to 3:00 p.m.;
- Build and maintain a school that reflects the wise and efficient use of limited land and public resources;
- Avoid the displacement of existing residences and businesses where feasible; and
- Provide multipurpose fields for students and community use outside normal school operating hours (including evenings and weekends).

## 4.3 ALTERNATIVES TO THE PROPOSED PROJECT

The alternatives identified below, with the exception of the mandatory No Project Alternative, were selected due to their potential to attain the basic project objectives discussed above, and to lessen or avoid significant environmental effects resulting from implementation of the Proposed Project. Alternatives considered in this EIR include:

- No Project Alternative
- Reduced Project Alternative
- Alternate Site Alternative

In summary, the purpose of this section is to discuss feasible alternatives and to evaluate the ability of each alternative to reduce or avoid significant adverse environmental impacts, while achieving the basic project objectives of relieving

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<sup>159</sup> CEQA Guidelines, California Code of Regulations (CCR), Title 14, Division 6 Chapter 3, §15126.6(f)(1), 2007.

overcrowding and providing a neighborhood school on a traditional single-track, two-semester calendar.

The reader is referred to the individual sections of the EIR (Chapter 3) and to the Executive Summary for a detailed discussion of environmental impacts, by each issue area, that would result from implementation of the Proposed Project.

#### **4.3.1 No Project Alternative**

Section 15126.6(e) of the *CEQA Guidelines* requires analysis of the No Project Alternative. The No Project Alternative must discuss the existing condition, as well as what would be reasonably expected to occur in the foreseeable future if the Proposed Project were not to be approved based on current plans, site zoning, or consistency with available infrastructure and community services.

Under the No Project Alternative, the Proposed Project would not be constructed. The current land uses on the project site would remain. The new seats necessary to minimize overcrowding in the Central Region, would not be added and LAUSD would be required to continue to accommodate the projected increases in student enrollment in other ways, such as adding portable classrooms to existing schools where feasible. No identifiable change in Proposed Project site conditions or land uses would occur or is presently reasonably foreseeable under this alternative.

#### **Air Quality**

Construction air quality impacts would not be anticipated since no new construction would occur. Alternatively, operational air quality impacts, which are considered to be the same as existing uses, would continue due to vehicle air quality emissions. Because the No Project Alternative would not require demolition and construction activities, this alternative would have reduced air quality impacts in comparison to the Proposed Project. Operationally, impacts are anticipated to be similar. This alternative is considered environmentally superior to the Proposed Project with respect to air quality impacts.

#### **Hazards and Hazardous Materials**

Under the No Project Alternative, the project site would remain in its existing condition. The No Project Alternative is considered environmentally superior to the Proposed Project because no demolition will occur and no earth will be moved eliminating the possibility that hazardous materials would be encountered. This alternative is considered environmentally superior to the Proposed Project with respect to hazards and hazardous materials impacts.

## **Land Use and Planning**

Under the No Project Alternative, the project site would remain in its existing condition. No changes to land use and planning would occur and no zoning exemption would be required. As impacts to land use and planning would require a zoning exemption under the Proposed Project, the No Project Alternative is considered environmentally superior to the Proposed Project with respect to land use and planning.

## **Noise**

Under the No Project Alternative, construction noise associated with the Proposed Project would not occur. In addition, this alternative would not involve the introduction of new traffic which generates noise to the site as a result of school operations. As such, no new noise sources would be introduced, no impact would occur, and the No Project Alternative would result in fewer noise impacts than the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to noise impacts.

## **Pedestrian Safety**

Under the No Project Alternative, there would not be an increase in the number of pedestrians on the street network surrounding the Proposed Project site. The potential pedestrian risks to students attending the new elementary school from both project and non-project related traffic near the Proposed Project site would not occur. Therefore, the No Project Alternative is considered environmentally superior to the Proposed Project regarding pedestrian safety.

## **Public Services**

Under the No Project Alternative, no new school would be constructed and operated on the Proposed Project site. There would not be an increase in demand for fire or police protection services. As no significant impacts to public services would occur under the Proposed Project, the No Project Alternative is considered neither environmentally superior nor inferior to the Proposed Project with respect to public services.

## **Transportation and Traffic**

Under the No Project Alternative, no change to current traffic levels or circulation conditions would occur. Implementation of this alternative would not generate new traffic to the surrounding roadway network. Therefore, the No Project Alternative would have no transportation and traffic impacts in comparison to the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to transportation and traffic impacts.

## **Conclusion and Relationship to Project Objectives**

The No Project Alternative would result in the continuation of existing conditions at the Proposed Project site. Compared to the Proposed Project, the No Project Alternative is environmentally superior in the areas of air quality, hazards and hazardous materials, land use and planning, noise, pedestrian safety, and transportation and traffic. The Proposed Project is neither environmentally superior nor inferior in the area of public services. While the overall environmental impacts associated with the No Project Alternative are considered to be environmentally superior to the Proposed Project, under the No Project Alternative none of the project objectives provided in Section 4.2, above, would be achieved.

### **4.3.2 Reduced Project Alternative**

#### **Reduced Project Alternative**

The Reduced Project Alternative would be constructed and operated at the same location as the Proposed Project, but at a reduced scale. The project site size would be reduced by approximately 30%. Instead of the needed 800 two-semester seats, the Reduced Project Alternative would provide 560 seats. Therefore, approximately 240 students would not be accommodated by the Reduced Project Alternative.

#### **Air Quality**

Construction air quality impacts would be less under the Reduced Project Alternative than for the Proposed Project, since less construction would result in lower construction emissions. During the operational phase, this alternative would result in fewer vehicle trips as the Proposed Project, thereby resulting in lower vehicle emissions. The Reduced Project Alternative would have reduced air quality impacts in comparison to the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to air quality impacts.

#### **Hazards and Hazardous Materials**

Under the Reduced Project Alternative, less demolition and grading would occur, lowering the potential for hazardous materials to be encountered. The Reduced Project Alternative is considered environmentally superior to the Proposed Project regarding Hazards and Hazardous Materials.

#### **Land Use and Planning**

As with the Proposed Project, the Reduced Project Alternative would require an exemption from land use plans, policies and/or regulations of the City of Los Angeles. The Reduced Project Alternative is considered neither environmentally superior nor inferior to the Proposed Project with respect to land use and planning.

## **Noise**

Under the Reduced Project Alternative, while length of construction activities could be shorter, daily noise associated with construction would be the same as for the Proposed Project. In addition, this alternative would involve the introduction of new traffic to the site as a result of school operations. However, the noise associated with project traffic would be reduced due to the reduction in students and staff. Therefore, the Reduced Project Alternative would have reduced noise impacts in comparison to the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to noise impacts.

## **Pedestrian Safety**

Under the Reduced Project Alternative, the increase in the number of pedestrians on the street network surrounding the Proposed Project site would be less than associated with the Proposed Project. Therefore, the potential pedestrian risks to students attending the new elementary school from both project and non-project related traffic near the Proposed Project site would be reduced. The Reduced Project Alternative is considered environmentally superior to the Proposed Project regarding pedestrian safety.

## **Public Services**

Under the Reduced Project Alternative, as with the Proposed Project there would not be an increase in demand for fire or police protection services that would require a new fire or police station or the modification of an existing fire or police station. Therefore, the Reduced Project Alternative is considered neither environmentally superior nor inferior to the Proposed Project with respect to public services impacts.

## **Transportation and Traffic**

The Reduced Project Alternative would generate new traffic to the surrounding roadway network. However, due to the reduced size of this alternative, the increase in traffic volume would be lower. Therefore, the Reduced Project Alternative would reduce transportation and traffic impacts in comparison to the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to transportation and traffic impacts.

## **Conclusion and Relationship to Project Objectives**

Compared to the Proposed Project, the Reduced Project Alternative is environmentally superior in the areas of air quality, hazards and hazardous materials, noise, pedestrian safety, and transportation and traffic and is neither environmentally superior nor inferior in the areas of land use and planning, and public services. The Reduced Project Alternative would not provide sufficient classroom seats to relieve overcrowded conditions. As such, this alternative would not achieve the LAUSD project objectives of providing a neighborhood school on a traditional, single-track, two-semester calendar;

eliminating involuntary busing as soon as possible; or reducing reliance on portable classrooms as soon as possible.

### **4.3.3 Alternative Site**

The Alternative Site would be located at the southeast corner of 1st Street and Bimini Place and would include all of White House Place Primary Center, as well as the adjacent land uses to the east, up to Madison Avenue. The size of the Alternative Site is slightly less than five acres.

#### **Air Quality**

Air quality impacts associated with construction activities under this alternative would be less than those of the Proposed Project. The Alternative Site option would not allow for construction of replacement fields or shared parking facility, which would result in fewer construction emissions. Demolition activities would be similar under both options, since more properties on the southern area of the site would be demolished; however, properties on the northern area would no longer be removed. During the operational phase, this alternative would result in approximately the same number of vehicle trips as the Proposed Project, thereby resulting in similar vehicle emissions. Overall, this alternative is considered environmentally superior to the Proposed Project with respect to air quality.

#### **Hazards and Hazardous Materials**

Hazards and hazardous materials impacts would be less than the Proposed Project under this alternative. The Alternate Site Alternative would involve demolition and grading activities that also have the potential to release hazardous materials. However, contaminated parcels located on the northern area of the Proposed Project site would no longer be disturbed under this alternative. Overall this alternative is considered environmentally superior to the Proposed Project.

#### **Land Use and Planning**

As with the Proposed Project, the Alternate Site Alternative would likely require an exemption from land use plans, policies or regulations of the City of Los Angeles. As a result, the Alternative Site is considered neither environmentally superior nor inferior to the Proposed Project with respect to land use and planning.

#### **Noise**

Under Alternative Site, daily noise impacts would be similar to those associated with the Proposed Project. This alternative site is also located adjacent to sensitive receptors and is also expected to exceed the noise thresholds during construction. As such, the Alternative site is considered neither environmentally superior nor inferior to the Proposed Project with respect to noise.

## **Pedestrian Safety**

Similar to the Proposed Project, this alternative would introduce a neighborhood school to which students would be able to walk. Like the Proposed Project, this alternative is also located along residential streets that students would be required to cross. The alternative site includes the southern portion of the project site. The pedestrian routes are expected to be similar, since the alternative site would be located in the same geographical area. This alternative is considered neither environmentally superior nor inferior to the Proposed Project with respect to pedestrian safety.

## **Public Services**

Under this Alternative, as with the Proposed Project there would not be an increase in demand for fire or police protection services that would require a new fire or police station or the modification of an existing fire or police station. Overall, this alternative is considered neither environmentally superior nor inferior to the Proposed Project with respect to public services.

## **Transportation and Traffic**

The Alternative Site is immediately adjacent to the Proposed Project site and includes the southern portion of the Proposed Project site. As with the Proposed Project, the Alternative Site is not expected to result in significant traffic impacts. This alternative is considered neither environmentally superior nor inferior to the Proposed Project with respect to transportation and traffic.

## **Conclusion and Relationship to Project Objectives**

Compared to the Proposed Project, the Alternative Site is environmentally superior in the areas of air quality and hazards/hazardous materials; and neither inferior nor superior in the areas of noise, pedestrian safety, and transportation and traffic, land use and planning, and public services.

The Alternative Site would meet some, but not all, of the LAUSD project objectives. This alternative would not achieve the District mandate of avoiding the displacement of existing residences and businesses where feasible. The Alternative Site would also not accomplish the Project objective of providing multi-purpose fields for student and community use since the Alternative Site would not permit the construction of replacement fields. Finally, this alternative would not meet the District objective of building and maintaining schools that reflect the wise and efficient use of limited land and public resources to the degree of the Proposed Project, since the Proposed Project utilizes LAUSD-owned land to the maximum extent feasible.

## 4.4 ALTERNATIVES ELIMINATED FORM FURTHER CONSIDERATION

An EIR must briefly describe the rationale for selection and rejection of alternatives. The Lead Agency may make an initial determination as to which alternatives are feasible and which are infeasible; therefore providing merit to in-depth consideration for those selected for additional analysis. The LAUSD selection criteria are provided in Table 4-1.

**Table 4-1  
LAUSD Site Selection Criteria**

Criterion	Standards for Site Selection
A. Location	Is the proposed site within the geographic boundaries, which will serve the maximum number of resident students?
B. Size and Topography	Based on net usable acreage, minimum required: K-3, 24-classroom Primary School: 1.5 to 3 acres 4-8 Middle School: 5 to 13 acres 9-12 High School: 8 to 15 acres
C. Environmental	Phase I indication of no hazardous materials release No hazardous substances generated by adjacent uses within ¼ mile
D. Cost	Estimated initial District budget for site procurement Additional acquisition costs due to relocation requirements Additional construction costs due to site conditions, including site preparation Maintenance of site until occupancy
E. Joint Use Opportunities	Potential opportunities for shared facilities within 3 miles or less (park/playfield, library, parking facility, theater, preschool or after school programs, health clinic, and family support services) Potential opportunities on-site for community services or off-hours activities
F. Safety	Adjacent highway or railway with no opportunity for sound control Airport or heliport within 2 miles High voltage lines on or adjacent to property Prior landfill, open pit mine Directly on active seismic fault or fault zone Within designated flood plain Pipeline crossing property Major street or intersection crossing required Social hazards (crosses known gang lines, high crime area, etc.)
G. Political	Minimum residential impact, with attention to low-income housing Reviewed with city and county planning and zoning plans Community acceptance
H. Soils	Capabilities or issues
I. Accessibility	Access to public transportation Access for bus and auto drop-off and pick-up
J. Utilities	Relocation of any major utilities located within property boundaries
K. Availability	Site currently on the market or offered for sale Site identified by other local agencies as blighted or targeted for redevelopment Site currently abandoned
SOURCE	LAUSD Facilities Service Division, <i>School Building Planning, Real Estate Acquisition and Asset Management</i> , April 4, 2001.

## 4.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Of the alternatives analyzed in the EIR, the No Project Alternative is considered the environmentally superior alternative as it would avoid or reduce most of the potential impacts associated with construction and operation of the Proposed Project. However, the No Project Alternative would not meet the objectives of the Proposed Project.

*CEQA Guidelines* require that, if the No Project Alternative is determined to be the environmentally superior alternative, an environmentally superior alternative must also be identified among the remaining alternatives.<sup>160</sup> As such, the Reduced Project Alternative would result in the fewest environmental impacts as compared to the Proposed Project. However, this alternative would not achieve the following project objectives to the extent of the Proposed Project:

- Fully relieve overcrowding Alexandria, Frank del Olmo, Caheunga, and Charles H. Kim Elementary Schools, as well as White House Place Primary Center;
- Provide a neighborhood school on a traditional single-track, two-semester calendar;
- Eliminate involuntary busing of students as soon as possible;
- Reduce reliance on portable classrooms as soon as possible; and
- Build and maintain a school that reflects the wise and efficient use of limited land and public resources.

Therefore, this alternative is not a reasonable alternative to the Proposed Project.

**Table 4-2  
Comparison of Alternatives to the Proposed Project**

Environmental Issue Area	Proposed Project (After Mitigation)	No Project Alternative	Reduced Project Alternative	Alternative Site
<b>III. AIR QUALITY - Would the project:</b>				
Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Less Than Significant	Less	Similar	Less
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emission, which exceed quantitative thresholds for ozone precursors)?	Less Than Significant	Less	Less	Less
Create or contribute to a non-stationary source "hot spot" (primarily carbon monoxide)?	Less Than Significant	Less	Less	Less
Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant	Less	Less	Less
<b>VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:</b>				

<sup>160</sup> *CEQA Guidelines*, CCR, Title 14, Division 6, Chapter 3 Section 15126.6, 2006.

Environmental Issue Area	Proposed Project (After Mitigation)	No Project Alternative	Reduced Project Alternative	Alternative Site
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant	Less	Similar	Less
Be located within one-fourth mile of any facilities, which might be reasonably anticipated to emit hazardous or acutely hazardous materials, substances or waste?	No Impact	Similar	Similar	Similar
Be located within 1,500 feet of a pipeline that may pose a safety hazard?	No Impact	Similar	Similar	Similar
<b>IX. LAND USE AND PLANNING – Would the project:</b>				
Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact	Similar	Similar	Similar
<b>XI. NOISE – Would the project result in:</b>				
Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Significant and Unavoidable	Less	Similar	Similar
Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	Less Than Significant	Less	Similar	Similar
A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Less Than Significant	Less	Similar	Similar
A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Less Than Significant	Less	Similar	Similar
<b>XII. PEDESTRIAN SAFETY – Would the project:</b>				
Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) or Create unsafe routes to school for students walking from local neighborhoods?	Less Than Significant	Similar	Similar	Similar
Create unsafe routes to schools for students walking from local neighborhoods?	Less Than Significant	Similar	Similar	Similar
Be located on a site that is adjacent or near to a major arterial roadway or freeway that may pose a safety hazard?	Less Than Significant	Similar	Similar	Similar

Environmental Issue Area	Proposed Project (After Mitigation)	No Project Alternative	Reduced Project Alternative	Alternative Site
<b>XIV. PUBLIC SERVICES – Would the Project:</b>				
Result in substantial adverse physical impacts associated with an increase in demand for new or physically altered fire protection and/or police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Less Than Significant	Less	Similar	Similar
<b>XVI. TRANSPORTATION/TRAFFIC – Would the project:</b>				
Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	Less Than Significant	Less	Less	Similar
Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	Less Than Significant without Mitigation	Less	Less	Similar
Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant	Less	Similar	Similar
Result in inadequate parking capacity?	Less Than Significant without Mitigation	Similar	Similar	Similar

## **CHAPTER 5 - OTHER CEQA CONSIDERATIONS**

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This chapter presents the evaluation of other types of environmental impacts required by CEQA that are not covered within the other chapters of this EIR. The other CEQA considerations include environmental effects that were found not to be significant, growth-inducing impacts, and significant and unavoidable adverse impacts.

### **5.1 ENVIRONMENTAL EFFECTS FOUND TO BE NOT SIGNIFICANT**

The Initial Study (IS) for the Proposed Project, completed in April 2008, which is included in the EIR as Appendix A, determined that the Proposed Project would result in no impact or a less than significant impact to 9 of the 17 environmental issue areas. The IS for the Proposed Project discusses why the project would have no impact or less than significant impacts for these issue areas, which are subsequently not discussed in detail in this EIR. The issue areas determined to have no impact or a less than significant impact in the IS analysis are listed below.

- Aesthetics
- Agricultural Resources
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Recreation and Parks
- Utilities and Service Systems

After a more detailed evaluation of the environmental issues associated with the Proposed Project, the EIR determined that impacts would be less than significant with incorporation of project design features and mitigation measures for the following environmental issue areas:

- Air Quality
- Hazards and Hazardous Materials
- Land Use and Planning
- Pedestrian Safety
- Public Services
- Transportation and Traffic

### **5.2 IRREVERSIBLE ENVIRONMENTAL CHANGES**

According to *CEQA Guidelines*, “[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such

resources makes removal or nonuse thereafter unlikely.” Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” Therefore, the purpose of this analysis is to identify any significant irreversible environmental effects of project implementation that cannot be avoided.

Both construction and operation of the Proposed Project would lead to the consumption of limited, slowly renewable, and non-renewable resources, committing such resources to uses that future generations would be unable to reverse. The new development would require the commitment of resources that include: (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and people to and from the Proposed Project site.

Construction of the Proposed Project would consume certain types of lumber and other forest products, the raw materials in steel, metals such as copper and lead, aggregate materials used in concrete and asphalt such as sand and stone, water, petrochemical construction materials such as plastic, petroleum based construction materials and other similar slowly renewable or nonrenewable resources. Additionally, fossil fuels for construction vehicles and equipment would also be consumed. In terms of project operations, the following slowly renewable and nonrenewable resources would be required: natural gas and electricity, petroleum based fuels, fossil fuels, and water. Title 24 of the California Administrative Code regulates the amount of energy consumed by new development for heating, cooling, ventilation, and lighting purposes. Nevertheless, the consumption of such resources would represent a long-term commitment of those resources.

The commitment of resources required for the construction and operation of the Proposed Project would limit the availability of such resources for future generations or for other uses during the life of the project. However, continued use of such resources is consistent with the anticipated growth and planned changes on the Proposed Project site and within the general vicinity. Furthermore, impacts to the energy supply would be less than significant given the existing levels of development within the City of Los Angeles and the County of Los Angeles.

The Proposed Project would result in commitment of the already developed land to school uses, eliminating other options for its use. Existing land uses will be converted from commercial and industrial to public land uses. Along with the long-term commitment of land uses is an increased commitment of certain public services to the proposed land uses. This includes the provision of police, and emergency medical services, water supply services, wastewater treatment services, and solid waste disposal. However, as indicated in the IS (see Appendix A), and in Chapter 3F, Public Services, of this EIR, impacts associated with these public services would be less than significant with the incorporation of project design features and mitigation measures.

### **5.3 GROWTH – INDUCING IMPACTS**

Pursuant to the *CEQA Guidelines*, an EIR must address whether a project will directly or indirectly foster growth as follows:

*[An EIR shall] discuss the ways in which the Proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of wastewater treatment plant, might, for example, allow for more construction in service areas). Increases in the population may further tax existing community service facilities so consideration must be given to this impact. Also discuss the characteristic of some projects, which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

As discussed below, this analysis evaluates whether the Proposed Project would directly, or indirectly, induce economic, population, or housing growth in the surrounding environment.

#### **Direct growth-Inducing Impacts in the surrounding environment**

A project would directly induce growth if it would remove barriers to population growth such as a change to a jurisdiction's General Plan and Zoning Ordinance that allowed new residential development to occur. The goal of LAUSD in constructing more schools is to provide a higher-quality learning environment for the students through the relief of existing and projected overcrowded conditions at these schools.

- LAUSD is mandated to educate all students residing in the District. Even with year-round sessions, bussing of students, and large class sizes, it is becoming very difficult to meet the space needs to house existing and projected student enrollment. The construction of the Proposed Project is intended to relieve the current overcrowding conditions at Alexandria, Frank del Olmo, Caheunga, and Charles H. Kim Elementary Schools, and White House Place Primary Center. The new school would not induce more growth, but would accommodate that which already has occurred and which will continue to occur over time.

#### **Indirect Growth-Inducing Impacts in the Surrounding Environment**

A project would indirectly induce growth if it would increase the capacity of infrastructure in an area in which the public service currently met demand. Examples would be increasing the capacity of a sewer treatment plant or a roadway beyond that needed to meet existing demand. There is currently a shortage of schools in LAUSD. As evidenced by overcrowding conditions, the current demand for schools has not been met. As stated above, the construction of new schools would not induce more growth,

but would meet the current and future demand of a population which will increase regardless of the number of schools in existence.

#### **5.4 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACT**

The potentially adverse effects of the Proposed Project are discussed in Chapter 3 of this EIR. Project design features, best management practices and mitigation measures have been recommended that would reduce impacts to air quality, hazards and hazardous materials, land use and planning, pedestrian safety, public services, and transportation and traffic to less than significant based on each set of significance criteria.

However, significant and unavoidable noise impacts to nearby sensitive receptors, specifically the Virgil Middle School, associated with construction ~~and operation~~ (vehicular) of the Proposed Project would occur. These impacts are discussed further in Section 3D.5.

## CHAPTER 6 - FINAL EIR INTRODUCTION

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This Final Environmental Impact Report (Final EIR) for the proposed Central Region Elementary School No. 20 (CRES No. 20) Project, State Clearinghouse Number 2008011078, has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) and the *CEQA Guidelines*. The Final EIR includes: the Draft EIR with changes shown in ~~strikethrough~~ for deletions and ***bold italics*** for additions (Executive Summary and Chapters 1 through 5 and 11 through 13); this Introduction to the Final EIR (Chapter 6); a description of the Community Outreach and public review process for preparing and receiving comments on the Draft EIR (Chapter 7); Response to Comments, which includes the Los Angeles Unified School Districts (LAUSD) responses to all written comments received by agencies, private organizations, and the public, as well as verbal comments taken at a public meeting held for the Draft EIR (Chapter 8); changes to the Draft EIR are also shown in Chapter 9 (not required by CEQA but included for clarification and easy reference); and the Mitigation Monitoring and Reporting Program (Chapter 10), which lists all of the mitigation measures required for implementation of the project, the phase in which the measures will be implemented, and the enforcement agency responsible for compliance.

### 6.1 ENVIRONMENTAL REVIEW PROCESS

In accordance with the requirements the *CEQA Guidelines* and based on the findings in the Initial Study (IS), the LAUSD determined that a Draft EIR should be prepared to analyze the potential impacts associated with the proposed CRES No. 20 Project.

On May 22, 2008, the LAUSD distributed the IS and a Notice of Preparation (NOP) describing the Proposed Project and potential environmental effects (Appendix A). The IS/NOP was distributed to the State Clearinghouse and various other local agencies and organizations. The NOP was sent to individuals within a 500-foot radius of the Proposed Project site. LAUSD provided an extended 45-day scoping/comment period between May 22, 2008 and July 9, 2008 and requested stakeholders to identify specific topics of environmental concern that should be studied in the Draft EIR.<sup>161</sup> Two scoping meetings were held on May 29, 2008 and July 8, 2008 to provide the public with an opportunity to comment on the project and raise any additional concerns or issues that should be addressed in the Draft EIR.

The Draft EIR was prepared and circulated for a 45-day public review period as required by state law, beginning September 19, 2008 and ending November 3, 2008. The Notice of Availability (NOA) and the Draft EIR were distributed to the State Clearinghouse and various other local agencies and organizations. The NOA was sent to individuals within a 500-foot radius of the Proposed Project site. During the 45-day public review period, the LAUSD received written comments on the Draft EIR. A public meeting was held on

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<sup>161</sup> LAUSD elected to extend the scoping period from the typical 30-day duration to 45 days to accommodate the high level of interest in the project.

September 24, 2008 to present the conclusions of the Draft EIR and provide an opportunity for the public to comment on the Draft EIR. The *CEQA Guidelines* require the Lead Agency responsible for the preparation of an EIR to evaluate comments on the environmental issues received from parties who reviewed the Draft EIR and prepare a written response addressing each of the comments (Chapter 8).

This Final EIR assembles in one document all of the environmental information and analysis prepared for the Proposed Project, including comments on the information and analysis contained in the Draft EIR and responses by the LAUSD to those comments. The intent of the Final EIR is to provide a forum to address comments pertaining to the information and analysis contained within the Draft EIR and to provide an opportunity for clarifications, corrections, or minor revisions to the Draft EIR, as needed.

# CHAPTER 7 - COMMUNITY OUTREACH AND PUBLIC REVIEW PROCESS

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Information about the environmental document, public review periods, and public meetings were distributed to the surrounding community using three methods: the Notice of Preparation (NOP) (Appendix A) and Notice of Availability (NOA) were mailed; an informational flier was hand delivered; and each notice was published in a newspaper legal section. The NOP and NOA were printed in English and Spanish; and included information on where to view the Initial Study (IS) and Draft Environmental Impact Report (EIR); how to comment on the IS and Draft EIR; and when and where the public meetings would be held. The scoping period for the NOP/IS was from May 22, 2008 to July 9, 2008, and the public review period for the Draft EIR was from September 19, 2008 to November 3, 2008. Additional details regarding the public notification process are provided below.

Three public meetings on the CEQA document were held at the Virgil Middle School. Two public meetings were held on May 29, 2008 and July 8, 2008 during the 45-day extended scoping period for the NOP/IS. The other public meeting was held on September 24, 2008 during the 45-day public review period for the Draft EIR.

## 7.1 NOTICE OF PREPARATION (NOP)

Per the *CEQA Guidelines* Section 15082, a NOP was prepared. Public outreach for the NOP included distribution using the following methods:

### Newspaper Publications

- Published legal announcement of the NOP in the *Los Angeles Daily Journal* (English)
- Published legal announcement of the NOP in *La Opinion* (Spanish)

### NOP Sent by U.S. Postal Mail

- Property owners, tenants, and businesses within 500 feet of the Proposed Project, 418 NOPs
- Interested agencies/organizations, 41 NOPs

## 7.2 INITIAL STUDY AND NOP

The IS/NOP was sent to the State Clearinghouse for distribution to the state agencies. During the public scoping period, the IS/NOP was made available for review at the following locations:

- LAUSD Office of Environmental Health and Safety, 1055 West 7th Street, 9th Floor, Los Angeles, CA 90017

The NOP/IS was posted online at [www.laschools.org/find-a-school](http://www.laschools.org/find-a-school).

### **7.3 NOTICE OF AVAILABILITY/NOTICE OF COMPLETION (NOA/NOC) FOR DRAFT EIR**

Upon completion of the Draft EIR, and in accordance with *CEQA Guidelines* Section 15087(a), the NOA was prepared. Public outreach for the Draft EIR included distribution of the NOA using the following methods:

#### **Newspaper Publications**

- Published legal announcement of the NOA in the *Los Angeles Daily Journal* (English)
- Published legal announcement of the NOA in *LA Opinion* (Spanish)

#### **NOA Sent by U.S. Postal Mail**

- Residences and businesses within 500 feet of the Proposed Project site, 418 NOA/NOCs
- Interested agencies/organizations, 41 NOA/NOCs

### **7.4 DRAFT EIR AND NOA/NOC**

The Draft EIR was sent to the State Clearinghouse for distribution to state agencies. During the public review period, the Draft EIR was made available for review at the following locations:

- LAUSD Office of Environmental Health and Safety, 1055 West Seventh Street, 9<sup>th</sup> Floor, Los Angeles, CA 90017
- LAUSD Local District 4, 4201 Wilshire Boulevard, Los Angeles
- Alexandria Elementary School, 4211 Oakwood Avenue, Los Angeles
- Frank del Olmo Elementary School, 100 North New Hampshire Avenue, Los Angeles
- Cahuenga Elementary School, 220 South Hobart Boulevard, Los Angeles
- Charles H. Kim Elementary School, 225 South Oxford Avenue, Los Angeles
- White House Place Primary Center, 108 South Bimini Place, Los Angeles
- Virgil Middle School, 152 North Vermont Avenue, Los Angeles
- Felipe de Neve Library, 2820 West 6th Street, Los Angeles

The Draft EIR was posted online at [www.laschools.org/find-a-school](http://www.laschools.org/find-a-school).

## **7.5 COMMUNITY OUTREACH DISTRIBUTION AND MEETINGS**

An informational flyer was printed in English, Spanish and Korean and included the date, time and location of the public meetings. Distribution of the flyers included the following:

### **Notices Sent by U.S. Postal Mail**

CEQA Scoping Meeting held May 29, 2008

- Past meeting attendees - 297 flyers

CEQA Scoping Meeting held July 8, 2008

- Past meeting attendees - 353 flyers
- Kim and Harvard Elementary School Databases - 862 flyers

Draft EIR Meeting held September 24, 2008

- Past meeting attendees - 374 flyers

### **Notices Sent Home with Students at the Following Schools**

CEQA Scoping Meeting held May 29, 2008

- Alexandria Elementary School - 1,000 flyers
- Cahuenga Elementary School - 1,000 flyers
- Del Olmo Elementary School - 1,000 flyers
- Harvard Elementary School - 600 flyers
- Kim Elementary School - 750 flyers
- White House Place Primary Center - 200 flyers
- Virgil Middle School - 2,000 flyers

CEQA Scoping Meeting held July 8, 2008

- Alexandria Elementary School - 1,000 flyers
- Cahuenga Elementary School - 1,000 flyers
- Del Olmo Elementary School - 1,000 flyers
- White House Place Primary Center - 200 flyers
- Virgil Middle School - 1,800 flyers

Draft EIR Meeting held September 24, 2008

- Alexandria Elementary School - 1,000 flyers
- Cahuenga Elementary School - 1,500 flyers
- Del Olmo Elementary School - 1,000 flyers
- Harvard Elementary School - 600 flyers
- Kim Elementary School - 800 flyers
- White House Place Primary Center - 200 flyers
- Virgil Middle School - 1,800 flyers

### **Notices Walked Door-to-Door Within a 0.5-Mile Radius of the Following**

**Location(s):**

CEQA Scoping Meeting held May 29, 2008

- 152 N. Vermont Avenue, Los Angeles - 2,500 flyers

CEQA Scoping Meeting held July 8, 2008

- 152 N. Vermont Avenue, Los Angeles - 2,500 flyers

Draft EIR Meeting held September 24, 2008

- 152 N. Vermont Avenue, Los Angeles – 2,500 flyers

**Notices Delivered at Key Community Places**

CEQA Scoping Meeting held May 29, 2008

- Eco-Village – 100 flyers
- St. Kevin Church - 150 flyers
- Good News Central Church - 50 flyers
- Mi Joo Peach Church - 50 flyers
- El Centro Del Pueblo - 150 flyers
- Children's Bureau - 150 flyers
- CARECEN - 150 flyers
- Bresee Community Center - 150 flyers
- Korean American Coalition – 100 flyers
- KHEIR - 100 flyers
- Koreatown Youth and Community Center – 100 flyers
- Felipe de Neve Library - 150 flyers
- Wilshire Library – 150 flyers
- Pio Pico Library - 150 flyers
- Shatto Recreation Center - 200 flyers

CEQA Scoping Meeting held July 8, 2008

- Eco-Village - 200 notices
- St. Kevin Catholic Church - 200 notices
- Good News Central Church - 200 notices
- Mi Joo Peace Church - 200 notices
- El Centro Del Pueblo - 200 notices
- Children's Bureau - 200 notices
- CARECEN - 200 notices
- Bresee Community Center - 200 notices
- Korean American Coalition - 200 notices
- KHEIR - 200 notices
- Felipe de Neve Public Library - 200 notices
- Wilshire Branch Library - 200 notices
- Pio Pico Branch Library - 200 notices
- Shatto Recreation Center - 200 notices

**Draft EIR Meeting held September 24, 2008**

- Eco-Village - 200 notices
- St. Kevin Catholic Church - 200 notices
- Good News Central Church - 200 notices
- Mi Joo Peace Church - 200 notices
- El Centro Del Pueblo - 200 notices
- Children's Bureau - 200 notices
- CARECEN - 200 notices
- Bresee Community Center - 200 notices
- Korean American Coalition - 200 notices
- KHEIR - 200 notices
- Felipe de Neve Public Library - 200 notices
- Wilshire Branch Library - 200 notices
- Pio Pico Branch Library - 200 notices
- Shatto Recreation Center - 200 notices

**Notices Delivered through Radio, Broadcast, Print and/or Electronic Media**

**CEQA Scoping Meeting held May 29, 2008**

**Flyers Faxed to the following:**

- White House Place PC Principal Rosa Eshaq
- Del Olmo ES Principal Eugene Hernandez
- Local District Facilities Director Larry Perez
- Local District Elementary Director Elaine Kinoshita
- Local District Superintendent Richard Alonzo
- Board Member Monica Garcia
- Councilman Eric Garcetti
- Supervisor Yvonne Brathwaite Burke
- Assemblyman Mike Davis
- Senator Mark Ridley-Thomas
- Congressman Xavier Becerra

**Flyers Emailed to the following:**

- White House Place PC Principal Rosa Eshaq
- Del Olmo ES Principal Eugene Hernandez
- Local District Facilities Director Larry Perez
- Local District Elementary Director Elaine Kinoshita
- Local District Superintendent Richard Alonzo
- Board Member Monica Garcia
- Councilman Eric Garcetti
- Supervisor Yvonne Brathwaite Burke
- Assemblyman Mike Davis
- Senator Mark Ridley-Thomas
- Congressman Xavier Becerra

CEQA Scoping Meeting held July 8, 2008

Flyers Faxed to the following:

- White House Place PC Principal Rosa Eshaq
- Virgil Middle School Principal Ada Snethen Stevens
- Local District Facilities Director Larry Perez
- Local District Middle School Director Annie Webb
- Local District Elementary Director Elaine Kinoshita
- Local District Superintendent Richard Alonzo
- Board Member Monica Garcia
- Councilman Eric Garcetti
- Councilman Tom LaBonge
- Supervisor Yvonne Brathwaite Burke
- Assemblyman Mike Davis
- Senator Mark Ridley-Thomas
- Congressman Xavier Becerra

Flyers Emailed to the following:

- White House Place PC Principal Rosa Eshaq
- Virgil Middle School Principal Ada Snethen Stevens
- Virgil Middle School Assistant Principal Danny Lo
- Local District Facilities Director Larry Perez
- Local District Middle School Director Annie Webb
- Local District Elementary Director Elaine Kinoshita
- Local District Superintendent Assistant Danny Palma
- Board Member Monica Garcia Office
- Rampart Village Neighborhood Council
- Wilshire Koreatown Neighborhood Council

Draft EIR Meeting held September 24, 2008

Flyers Faxed to the following:

- White House Place PC Principal Rosa Eshaq
- Virgil Middle School Principal Ada Snethen Stevens
- Local District Facilities Director Larry Perez
- Local District Middle School Director Philip Naimo
- Local District Elementary Director Elaine Kinoshita
- Local District Superintendent Richard Alonzo
- Board Member Monica Garcia
- Councilman Eric Garcetti
- Councilman Tom LaBonge
- Supervisor Yvonne Brathwaite Burke
- Assemblyman Mike Davis
- Senator Mark Ridley-Thomas
- Congressman Xavier Becerra

Flyers Emailed to the following:

- White House Place PC Principal Rosa Eshaq
- Virgil Middle School Principal Ada Snethen Stevens
- Virgil Middle School Assistant Principal Danny Lo
- Virgil Middle School Assistant Principal Arturo Valdez
- Local District Middle School Director Philip Naimo
- Local District Superintendent Assistant Danny Palma
- Board Member Monica Garcia Office Jenny Aguas

# CHAPTER 8 - RESPONSE TO COMMENTS

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## 8.1 INTRODUCTION

This chapter includes all verbal and written responses received on the Draft Environmental Impact Report (Draft EIR) and the Los Angeles Unified School District's (LAUSD) responses to each comment as required by Section 15088 of the *CEQA Guidelines*. Comment letters and specific comments are given an identification number for reference purposes. Table 8-1 provides a list of agencies and persons that submitted comments on the Draft EIR during the public review period.

**Table 8-1**  
**List of Agencies and Persons Submitting Comments**

<i>Comment Reference</i>	<i>Commenting Agency/Person</i>	<i>Date of Comment</i>	<i>Page</i>	<i>Type of Comment</i>
A	Los Angeles Department of Public Works	07/31/08		L
B	Public Meeting	09/24/08		V

L = Letter; V = Verbal, C = Comment Card

## 8.2 DRAFT EIR COMMENTS RECEIVED

This section excerpts those comments received that specifically pertain to the scope and content of the Draft EIR. The full text of written comment letters received by the LAUSD is included at the beginning of each response.

# Letter A – Los Angeles Department of Public Works

(Page 1 of 2)

BOARD OF  
PUBLIC WORKS  
—  
COMMISSIONERS  
—  
CYNTHIA M. RUIZ  
PRESIDENT  
—  
VALERIE LYNNE SHAW  
VICE PRESIDENT  
—  
PAULA A. DANIELS  
PRESIDENT PRO TEMPORE  
—  
ERNESTO CÁRDENAS  
—  
JULIE B. GUTMAN

CITY OF LOS ANGELES  
CALIFORNIA



ANTONIO R. VILLARAIGOSA  
MAYOR

July 31, 2008

DEPARTMENT OF  
PUBLIC WORKS  
—  
BUREAU OF SANITATION  
—  
ENRIQUE C. ZALDIVAR  
DIRECTOR  
—  
TRACI J. MINAMIDE  
CHIEF OPERATING OFFICER  
—  
VAROIJ S. ABKIAN  
ADEL H. HAGEKHALIL  
ALEXANDER E. HELOU  
ASSISTANT DIRECTORS  
—  
WASTEWATER ENGINEERING SERVICES DIVISION  
2714 MEDIA CENTER DRIVE  
LOS ANGELES, CA 90085  
FAX: (323) 342-6210 OR (323) 342-6211

Gwenn Godek, Senior CEQA Project Manager/Consultant  
Los Angeles Unified School District  
Office of Environmental Health and Safety  
1055 West 7<sup>th</sup> Street, 9<sup>th</sup> Floor  
Los Angeles, CA 90017

File: SC.CE.

Dear Ms. Godek:

**Central Region Elementary School No. 20 – Notice of Preparation EIR**

This is in response to your June 15, 2008 letter requesting wastewater service information for the proposed project. The Bureau of Sanitation, Wastewater Engineering Services Division (WESD), has conducted a preliminary evaluation of the potential impacts to the wastewater system for the proposed project.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<b><i>Proposed</i></b>			
School (Elementary)	8 GPD/STUDENT	800 STUDENTS	6,400
<b>Total</b>			<b>6,400</b>

A-1

**SEWER AVAILABILITY**

The sewer infrastructure in the vicinity of the proposed project includes the existing 8-inch line on Juanita Ave. and 18-inch line on Madison Ave. The sewage from the existing 8-inch line connects into the existing 18-inch line on Madison Ave, before discharging into a 20-inch line on Vermont Ave. The existing 8-inch line is a terminal line and therefore is assumed to have available sewer capacity. Based on our gauging information, the current flow level (d/D) in the 18-inch line and 20-inch line is approximately 29% and 54% full, respectively. The design capacities at d/D of 50% for

(Page 2 of 2)

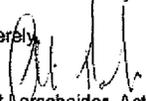
Gwenn Godak, Los Angeles Unified School District  
Central Region Elementary School No. 20 – Notice of Preparation EIR  
July 31, 2008  
Page 2 of 2

the 8-inch line is 229,000 Gallons per Day, for the 18-inch line is 2.59 million Gallons per Day and for the 20-inch line is 2.36 million Gallons per Day.

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a sewer connection point. If the local sewer line, the 8-inch lines, to the 20-inch sewer line, has insufficient capacity then the developer will be required to build a secondary line to the nearest larger sewer line with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

If you have any questions, please call Abdul Danishwar of my staff at (323) 342-6220.

Sincerely,

  
Brent Lorscheider, Acting Division Manager  
Wastewater Engineering Services Division  
Bureau of Sanitation

A-1

File:\Div Files\SCAR\CEQA Review\FINAL CEQA Response LTR\Central Region Elementary School No 20 – NOP EIR.doc

## **Response to Letter A: Los Angeles Department of Public Works**

A-1 Comment noted. LAUSD will coordinate with the City of Los Angeles Bureau of Sanitation for sewer connections.

## Comments B – Public Meeting

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<b>Draft EIR Public Meeting Notes</b>	
<b>Project Title:</b>	Central Region Elementary School No. 20 (CRES 20)
<b>LAUSD Project No.:</b>	56.40074
<b>Meeting Date:</b>	Wednesday, September 24, 2008
<b>Meeting Time:</b>	6:00-8:00 p.m.
<b>Location:</b>	Virgil Middle School Auditorium
<b>Prepared by:</b>	Roma Stromberg and Jeannie Yu, CEQA Consultants

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1. Fortunato Tapia opened the meeting and provided introductions, meeting outline and general information on meeting materials.
2. Susan Cline presented an overview of the school development process and an update on the project.
3. Gwenn Godek presented an overview of CEQA and the findings of the Draft EIR.
4. Members of the public asked questions and/or made comments, as outlined below.

### **Speaker B1 - Alejandro (community member)**

**Comment:** How much longer will First Street be closed?

**Response:** This street closure is not related to the District's proposed CRES No. 20 project. It is due to a City of Los Angeles Department of Water and Power (DWP) project. A representative of the DWP would be able to provide that information.

### **Speaker B2 – Name Unknown (parent)**

**Comment:** When would the construction start?

**Response:** Spring 2010

**Comment:** Where would the middle school children exercise while the replacement fields are constructed?

**Response:** The project would be constructed in three phases. In the first phase, the students from White House Place Primary Center would be reassigned to neighboring schools (note – LAUSD will not know which schools they will be reassigned to until next year). Once the primary center is closed, it will be demolished and the parking lot will be constructed. In the second

phase, the structures on the northern area will be demolished and the replacement fields will be constructed. In the third phase the central area will be developed with CRES No. 20. To open the new elementary school by 2012 an overlap of Phases two and three is anticipated, which could impact the VMS playfields for up to several months. In the event VMS is temporarily without use of playfields, the existing VMS gymnasium would be available for physical education activities. Additionally, one portable classroom building would be converted to a physical fitness center and one portable classroom building would be converted into an aerobics/dance studio to provide additional physical education opportunities.

**Speaker B3 - Michelle Wong (community member)**

**Comment:** What is the timing for the clean up of the parking lot? Has there been any progress made in securing funds from the parties responsible for some of the pollution to help clean up the northern parcel?

**Response:** A former Arco station and the Midway Ford repair shop are potential contributors of the pollution on the northern area. Once LAUSD gets DTSC concurrence on the site assessment report the District will attempt to recover cleanup costs related to these offsite contributors. There will be a public meeting sometime in early 2009 to discuss the plans to clean up the site and protect it from further contamination.

**Comment:** How can the CEQA process be completed prior to completion of the site clean up?

**Response:** By the time the CEQA document is approved, the District would have identified whether there are any conditions that would preclude a school from being constructed on the site. Furthermore, until the DTSC issues a "no further action" determination for the project site, LAUSD will not receive any funds to construct the school and the project will not go forward.

**Speaker B4 - Laura Morrison (community member)**

**Comment:** Why is the access to the proposed parking area changing from the current configuration and why is one of the proposed access points "gated"? If access to the parking lot is allowed via Bimini Place, it would significantly impact traffic on this street, as well as air quality in the immediate vicinity.

**Response:** Access points to the parking lot need to be gated in order to secure the facility after hours. The traffic study prepared for this project considered potential impacts to circulation patterns, and there was not a significant

impact identified that would result from the proposed access points to the parking area. See Section 3G (Transportation and Traffic).

Similarly, the air quality analysis prepared for the project considered mobile source emissions related to these vehicles and there was not a significant operational air quality impact identified. See Section 3A (Air Quality).

**Speaker B5 - Michelle Wong (community member)**

**Comment:** I think the Draft EIR fails to incorporate some of the cultural features of the Eco Village development. Eco Village is recognized world-wide as a LEED-certified sustainable community. The EIR does not specifically address this unique development, which is located in close proximity to the proposed project, and it needs to be taken into consideration. Putting a parking lot across the street from the Eco Village, which promotes walkable communities, is not right.

**Response:** The EIR evaluated potential impacts to cultural resources per the requirements of CEQA. As indicated in Section 4E of the Initial Study (Appendix A), the Proposed Project is anticipated to have no impact on the significance of an historic resource and less than significant impacts on archeological resources, paleontological resources and/or human remains, including those interred in or outside of formal cemeteries. As this issue was dismissed in the Initial Study, further examination of cultural resources in the EIR was not necessary.

**Speaker B6 - Robin Morningstar (community member)**

**Comment:** Is the project-specific traffic study included in the EIR?

**Response:** Yes, the traffic study is included in its entirety in the Draft EIR (Appendix D), and it is incorporated by reference throughout the transportation/traffic and pedestrian safety sections of the document. See Sections 3E (Pedestrian Safety) and 3G (Transportation and Traffic).

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## CHAPTER 9 - CHANGES TO DRAFT EIR

This section identifies changes made to the Draft Environmental Impact Report (Draft EIR) to correct or clarify the information contained in the document as required by Section 15132 of the *CEQA Guidelines*. Changes to the Draft EIR are shown in **bold and italics** for additions and ~~strikethrough~~ for deletions. None of the corrections or additions constitutes significant new information or substantial project changes as defined by Section 15088.5 of the *CEQA Guidelines*. Corrections of typographical errors have been made throughout the document and are not indicated by ~~strikethrough~~ or **bold and italics** text.

The changes to the Draft EIR are listed by section, page number, and paragraph number if applicable.

### Section 3D, page 3D-7

*Implementation of the Proposed Project would result in a significant and unavoidable noise **and vibration** impacts during construction and a less than significant impact during operation.*

### Section 3D, page 3D-14, Table 3D-7

Vibration Source Levels for Construction Equipment

Construction Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
<b><i>Pile Driver</i></b>	<b><i>104</i></b>	<b><i>98</i></b>	<b><i>96</i></b>	<b><i>94</i></b>	<b><i>92</i></b>

SOURCE: US Department of Transportation (USDOT), 2006, Federal Transit Administration (FTA): Noise and Vibration Impact Guideline, May.

### Section 3D, page 3D-14, paragraph 3

Loaded trucks will be utilized during demolition activities; ~~however, excessive ground-borne vibration activities such as~~ **and** pile driving would ~~not~~ be required during construction.

### Section 3D, page 3D-15, paragraph 2

At less than 50 feet, the residences nearest to the Proposed Project site could experience vibration levels up to ~~86~~ **104** VdB, which exceeds the 80 VdB threshold for unacceptable vibration levels as established by the FTA.

### Section 3E, page 3E-5, paragraph 1

However, pedestrians should be advised to avoid crossing Beverly Boulevard at ~~First Street~~ **Madison Avenue** and instead directed to use the routes recommended in the Safe Routes to School map.

**Section 3G, page 3G-2, paragraph 3**

Madison ~~Street~~ **Avenue** is located along the west side of a portion of the project site.

**Section 3G, page 3G-2, paragraph 8**

As part of the project, Council Street will be vacated between Juanita Avenue and Madison ~~Street~~ **Avenue**.

**Section 3G, page 3G-4, paragraph 1**

Council Street east of Madison ~~Street~~ **Avenue**

**Section 3G, page 3G-22, paragraph 2**

To account for the proposed Council Street vacation, an adjustment to existing traffic volumes had to be made taking existing traffic that utilized Council Street between Juanita Avenue and Madison ~~Street~~ **Avenue** and redistributing that traffic to adjacent roadways.

**Section 3G, page 3G-28, paragraph 3**

Refer to mitigation measures M 3E-1 through M 3E-43.

**Section 5.4, page 5-4, paragraph 2**

However, significant and unavoidable noise impacts to nearby sensitive receptors, specifically the Virgil Middle School, associated with construction ~~and operation~~ (vehicular) of the Proposed Project would occur. These impacts are discussed further in Section 3D.5.

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# CHAPTER 10 - MITIGATION MONITORING AND REPORTING PROGRAM

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## 10.1 INTRODUCTION

The Los Angeles Unified School District (LAUSD) is proposing to construct a new elementary school in the City of Los Angeles. In accordance with the California Environmental Quality Act (CEQA), the LAUSD is acting as the Lead Agency for this Proposed Project. Pursuant to CEQA and *CEQA Guidelines* Sections 15091(d) and 15097, the Lead Agency must adopt a program for monitoring or reporting mitigation measures identified in the Environmental Impact Report (EIR), if the Lead Agency makes findings of significant impacts during the process of certifying the EIR.<sup>162</sup> The primary purpose of the Mitigation Monitoring and Reporting Program (MMRP) is to ensure that the mitigation measures identified in the EIR are implemented thereby reducing or avoiding identified environmental impacts. Due to the specialized nature of some of the mitigation measures identified in the EIR, the LAUSD may delegate responsibilities to environmental monitors or other professionals, as warranted.

## 10.2 PROJECT LOCATION AND DESCRIPTION

The Proposed Project site is situated approximately 0.27 mile south of the intersection of Highway 101 and Vermont Avenue, in the City of Los Angeles. It is comprised of three non-contiguous areas. For the purposes of this report, the three areas of the project site are referred to as the southern, central, and northern areas.

The southern area is bound by First Street to the north, White House Place Primary Center (PC) to the south, Bimini Place to the west, and residential land uses and a church to the east, beyond which is Madison Avenue.

The central area is bound by Council Street to the north, First Street to the south, Westmoreland Avenue to the east, and the remainder of the Virgil Middle School (Virgil MS) campus to the west.

The northern area is bound by Madison Avenue to the east, Juanita Avenue to the west, Council Street to the south, and existing commercial uses to the north, beyond which is Beverly Boulevard. Council Street will be vacated between the two areas and will become part of the site.

The Proposed Project consists of three related components: a parking lot on the southern portion of the project site, CRES No. 20 on the central portion of the project site and replacement playfields on the northern portion of the project site.

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<sup>162</sup> CEQA, Public Resources Code (PRC), Section 21081.6, 2007.

The southern area is currently comprised of the White House Place PC. The White House Place PC will be demolished and replaced with a surface parking lot with 137 spaces. These spaces are to be shared by the Virgil MS and CRES No. 20 faculty and staff, with 65 spaces dedicated to Virgil MS and 72 spaces for CRES No. 20. The parking lot would include exterior safety lighting.

The central area is composed of the existing playfields for Virgil MS and will be replaced with the proposed CRES No. 20 project. The Proposed Project would provide approximately 800 two-semester seats for students in grades kindergarten through fifth. The facility would operate with approximately 62 faculty and staff. The Proposed Project will include approximately 62,000 square feet of buildings (up to approximately 34 feet in height) and approximately 1.7 acres of playground area. Classrooms, a multipurpose room, and administration area would be located primarily along the western block of Westmoreland Avenue and southern block of Council Street. The pedestrian entrance to the CRES No. 20 site will be from Council Street. CRES No. 20 playfields would be located on the western portion of the site adjacent to Virgil MS.

The northern area is comprised of a combination of District-owned land currently utilized as parking and commercial/manufacturing uses. A portion of Council Street, between Madison Avenue and Juanita Avenue, will be vacated and become part of the site. This area would accommodate the replacement playfields.

### **10.3 MITIGATION MONITORING AND REPORTING PROGRAM**

The purpose of the MMRP is to ensure the effective implementation of the mitigation measures imposed by the LAUSD for the Proposed Project. In addition, this MMRP provides a means for identifying corrective actions, if necessary, before irreversible environmental damage occurs. This plan includes:

- A brief description of each impact expected to occur from the Proposed Project;
- Mitigation measure(s) associated with each impact;
- Responsible monitoring party;
- Responsible implementing party;
- Implementation phase (i.e., pre-construction, construction, prior to occupancy, post occupancy); and
- Complete date/initials of reviewing party.

As the Lead Agency for the Proposed Project, LAUSD will be required to comply with all applicable plans, permits, and conditions of approval for the Proposed Project, in addition to implementation of this MMRP, Construction BMPs and LAUSD design guidelines. The mitigation measures presented in Table 10-1 will be implemented as indicated to avoid or minimize environmental impacts of the Proposed Project.

**Table 10-1  
Central Region Elementary School No. 20  
Mitigation Monitoring and Reporting Program**

Impact	Mitigation Measures	Responsible Monitoring Party	Responsible Implementing Party	Implementation Phase	Completion Date/Initials
Impact 3A-3: Expose sensitive receptors to substantial pollutant concentrations.	<b>M 3A-1:</b> The Construction Contractor shall ensure that soil stabilizers are applied to all areas that will be inactive for more than 5 consecutive days. This will reduce fugitive PM <sub>10</sub> and PM <sub>2.5</sub> emissions by up to 84%.	LAUSD Facilities Services Division—New School Construction	LAUSD Facilities Services Division—New School Construction	Construction	
	<b>M 3A-2:</b> The Construction Contractor shall ensure that all ground cover is replaced as soon as possible after the completion of construction activities. This will reduce fugitive PM <sub>10</sub> and PM <sub>2.5</sub> emissions by up to 5%.	LAUSD Facilities Services Division—New School Construction	LAUSD Facilities Services Division—New School Construction	Construction	
	<b>M 3A-3:</b> The Construction Contractor shall ensure that the site be watered at least 4 times per day during demolition and construction activities. This will reduce fugitive PM <sub>10</sub> and PM <sub>2.5</sub> emissions by up to 69%.	LAUSD Facilities Services Division—New School Construction	LAUSD Facilities Services Division—New School Construction	Construction	
	<b>M 3A-4:</b> The Construction Contractor shall ensure that all debris/soil/material being loaded or unloaded is sufficiently saturated to prevent emitting plumes of visible dust during loading/unloading activities.	LAUSD Facilities Services Division—New School Construction	LAUSD Facilities Services Division—New School Construction	Construction	
	<b>M 3A-5:</b> Where feasible, the Construction Contractor shall ensure that diesel particulate filters are used with all construction equipment during demolition phases. This reduces exhaust PM <sub>10</sub> and PM <sub>2.5</sub> emissions by up to 85%.	LAUSD Facilities Services Division—New School Construction	LAUSD Facilities Services Division—New School Construction	Construction	
<b>Noise</b>					
Impact 3D-1: The Proposed Project would have a significant impact if it would expose people to or generate noise levels in excess of standards established in the local general	<b>M 3D-1</b> In accordance with the City of Los Angeles Municipal Code Section 41.40, the LAUSD shall require that construction activities be limited to 7:00 a.m. to 9:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. on Saturday, and no construction on Sunday and federal holidays, as appropriate, in order to minimize disruption to sensitive receptors in	LAUSD Facilities Services Division—New School Construction	LAUSD Facilities Services Division—New School Construction	Construction	

Impact	Mitigation Measures	Responsible Monitoring Party	Responsible Implementing Party	Implementation Phase	Completion Date/Initials
plan, noise ordinance, or applicable standards of other agencies.	<p>the vicinity of the Proposed Project site.</p> <p><b>M 3D-2</b> LAUSD shall require its Construction Contractor to implement the use of temporary sound barriers along the perimeter of the Proposed Project site as follows:</p> <ul style="list-style-type: none"> <li>• At the northern and eastern boundaries of the southern portion of the site,</li> <li>• At the western boundary of the central portion of the site, and</li> <li>• At the southern boundary of the northern portion of the site.</li> </ul>	LAUSD Facilities Services Division—New School Construction	LAUSD Facilities Services Division—New School Construction	Construction	
	<p><b>M 3D-3</b> Prior to initiation of construction activities, LAUSD's Construction Contractor shall coordinate with the site administrators for Virgil Middle School to discuss construction activities that generate high noise levels for extended periods of time. Coordination between the school administrators and the Construction Contractor shall continue on an as-needed basis throughout the construction phase of the Proposed Project.</p>	LAUSD Facilities Services Division—New School Construction	LAUSD Facilities Services Division—New School Construction	Pre-Construction	
<b>Impact 3D-2:</b> The Proposed Project would have a significant impact if it would cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	<p>Please refer to mitigation measures 3D-1 through 3D-3 (above), as well as the best management practices described in Section 2.3 of the EIR, under LAUSD Construction Best Management Practices.</p>	LAUSD Facilities Services Division—New School Construction	LAUSD Facilities Services Division—New School Construction	Pre-Construction	
<b>Impact 3D-3:</b> The Proposed Project would have a significant impact if it would expose people to or generate excessive ground-borne vibration or ground-borne noise levels.	<p>Refer to mitigation measure M 3D-2 above.</p>	LAUSD Facilities Services Division—New School Construction	LAUSD Facilities Services Division—New School Construction	Pre-Construction	
<b>Impact 3D-4:</b> The Proposed Project would have a significant impact if it	<p><b>M 3D-4:</b> The contractor shall introduce sound walls, or other sound attenuation barrier, along the perimeter of the school to mitigate traffic noise levels to below LAUSD</p>	LAUSD Facilities Services Division—New School Construction	LAUSD's Construction Contractor	Construction	

Impact	Mitigation Measures	Responsible Monitoring Party	Responsible Implementing Party	Implementation Phase	Completion Date/Initials
<p>would create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.</p>	<p>thresholds.</p> <ul style="list-style-type: none"> <li>Six foot high sound attenuation barriers are required along the eastern and southern boundaries of the central portion of the site,</li> <li>Seven foot high sound attenuation barriers are required along the eastern and western perimeter of the northern portion of the project site, and</li> <li>Eight foot high sound attenuation barrier is required along the northern perimeter of the northern portion of the project site.</li> </ul>				
<b>Pedestrian Safety</b>					
<p><b>Impact 3E-1:</b> The Proposed Project would have a significant impact if it would substantially increase vehicular and/or pedestrian safety hazards due to a design feature or incompatible uses or create unsafe routes for students walking from local neighborhoods.</p>	<p><b>M 3E-1:</b> Six months prior to opening of the school, the LAUSD's OEHS shall coordinate with the City of Los Angeles to prepare a "Pedestrian Routes to School" map. LAUSD's OEHS will distribute the maps to the school upon completion and the maps will then be distributed to parents, students, and school staff. The Pedestrian Routes to School Map should be prepared to direct students to cross Beverly Boulevard at either Westmoreland Avenue or Vermont Avenue.</p>	LAUSD OEHS	LAUSD OEHS	Prior to occupancy	
<p><b>Impact 3E-2:</b> The Proposed Project would have a significant impact if it would create unsafe routes to schools for students walking from local neighborhoods.</p>	<p><b>M 3E-2:</b> LAUSD will coordinate with LADOT to install a traffic signal with crosswalks and signal phasing to facilitate the crossing at Westmoreland Avenue and 1<sup>st</sup> Street.</p>	LAUSD Facilities Services Division—New School Construction	LAUSD Facilities Services Division—New School Construction	Prior to occupancy	
<p><b>Impact 3E-3:</b> Be located on a site that is</p>	<p><b>M 3E-3:</b> Six months prior to opening of the school, LAUSD's OEHS shall coordinate with LADOT to install school traffic speed zones, with related signage at entry points. These points would be on the roadways surrounding the site, within the immediately-adjacent blocks.</p> <p>Refer to Mitigation Measures M 3E-1 through M 3E-3 above.</p>	LAUSD OEHS	LAUSD OEHS	Prior to occupancy	
<p><b>Impact 3E-3:</b> Be located on a site that is</p>	<p>Refer to mitigation measures M 3E-1 through M 3E-3 above.</p>	LAUSD Facilities Services Division—OEHS	LAUSD Facilities Services Division—OEHS	Prior to occupancy	

Impact	Mitigation Measures	Responsible Monitoring Party	Responsible Implementing Party	Implementation Phase	Completion Date/Initials
adjacent or near to a major arterial roadway or freeway that may pose a safety hazard.		OEHS			
<b>Traffic and Circulation</b>					
<b>Impact 3G-1:</b> Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).	<b>M 3G-1:</b> LAUSD shall coordinate with LADOT and contribute toward the development of a Neighborhood Traffic Management Plan, which would be implemented by the City.	LAUSD Services School Construction	LAUSD Facilities Services School Construction	Prior to occupancy	
<b>Impact 3G-3:</b> Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Refer to mitigation measures M 3E-1 through 3E-3 above.	LAUSD Facilities Services Division—OEHS		Prior to occupancy	

## CHAPTER 11 - ACRONYMS AND ABBREVIATIONS

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ANSI	American National Standards Institute
AOC	Areas of Concern
AQMP	Air Quality Management Plan
ASHRAE	American Society of Heating, Refrigeration and Air-Conditioning Engineers
ASLHA	American Speech-Language-Hearing Association
ATCS	Adaptive Traffic Control System
ATSAC	Automated Traffic Surveillance and Control
BMP	Best Management Practice
Board	LAUSD Board of Education
C&D	Construction & Demolition
CAA	Federal Clean Air Act
CAAA	Clean Air Act Amendments
CAAQS	California Ambient Air Quality Standards
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDE	California Department of Education
CDTSC	California Department of Toxic Substances Control
CEC	California Education Code
CEQA	California Environmental Quality Act
CERCLIS	Comprehensive Environmental Response Compensation and Liability Information System
CHPS	Collaborative for High Performance Schools
CLUP	Comprehensive Land Use Plan
CMA	Critical Movement Analysis
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CRHR	California Register of Historical Resources
CUP	Conditional Use Permit
Draft EIR	Draft Environmental Impact Report
DTSC	Department of Toxic Substances Control
EIA	Environmental Impact Assessment
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMP	Facilities Master Plan
FTA	Federal Transit Administration

H <sub>2</sub> S	Hydrogen Sulfide
HMBP	Hazardous Materials Business Plan
HMMA	Hazardous Materials Management Act
HRA	Health Risk Assessment
HSC	California Health and Safety Code
HUD	U.S. Department of Housing and Urban Development
IS	Initial Study
K	Kindergarten
KOA	Katz, Okitsu & Associates
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	City of Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LASPD	Los Angeles School Police Department
LAUSD	Los Angeles Unified School District
LOS	Level of Service
LQG	Large Quantity Generators
LST	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
MICR	Maximum Individual Cancer Risk
MMRP	Mitigation Monitoring and Reporting Program
MOC	Memorandum of Cooperation
MOU	Memorandum of Understanding
MPH	Miles per Hour
LACMTA	Los Angeles County Metropolitan Transportation Authority
NAAQS	National Ambient Air Quality Standards
NO <sub>x</sub>	Nitrogen Oxides
NO <sub>2</sub>	Nitrogen Dioxide
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSR	New Source Review
O <sub>3</sub>	Ozone
OAQPS	Office of Air Quality Planning and Standards
OEHS	Office of Environmental Health and Safety
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PEA	Preliminary Environmental Assessment
PEIR	Program Environmental Impact Report
Phase I	Phase I Environmental Site Assessment
Pinnacle	Pinnacle Environmental Technologies
PM <sub>10</sub>	Particulate Matter Less than 10 Microns in Diameter
PPM	Parts Per Million
PPV	Peak Particle Velocity
PRC	Public Resources Code
PSD	Prevention of Significant Deterioration

PSI	Pounds per Square Inch
RCPG	Regional Comprehensive Planning Guide
RCRIS	Resource Conservation and Recovery Information System
RMS	Root Mean Square
ROC	Reactive Organic Compounds
RWQCB	Regional Water Quality Control Board
SAR	Site Assessment Report
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SLC	Small Learning Community
SO <sub>2</sub>	Sulfur Dioxide
SO <sub>4</sub>	Sulfates
SQG	Small Quantity Generators
SRA	Source Receptor Area
SWPPP	Stormwater Pollution Prevention Program
TIA	Transportation Impact Assessment
TPY	Tons per Year
URBEMIS	Urban Emissions Model
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
UST	Underground Storage Tank
VdB	Velocity Levels in Decibels
V/C	Volume-to-Capacity
VOC	Volatile Organic Compound
ZIMAS	Zone Information and Map Access System

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## CHAPTER 12 - REFERENCES

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American Society of Heating, Refrigeration and Air-Conditioning Engineers (ASHRAE)  
1995 Standard 55-1992, Addenda.  
1993 55-1992 or Chapter 8 of the ASHRAE Handbook, Fundamentals Volume.

California Building Standards Code  
CCR Title 24.

California Code of Regulations  
Title 14 (Section 670.2 or 670.5).  
2006 Title 24, Section 2001, California Energy Efficiency Standards.

California Department of Health Services (DHS)  
2004 Responsibilities for Walk Route Safety.  
[www.dhs.ca.gov/ps/cdic/epic/sr2s/documents/RouteResponsibilitiesChart.doc](http://www.dhs.ca.gov/ps/cdic/epic/sr2s/documents/RouteResponsibilitiesChart.doc).

California Education Code  
Section 38130 et seq.  
Section 17212 and 17212.5.  
2006 Title 5, Article 2, Section 14010, Standards for School Site Selection.

California *Real Property Acquisition and Relocation Assistance Act* of 1970. CCR, Title  
25. 2007.

### Caltrans

2004 Transportation-and Construction-Induced Vibration Guidance Manual,  
June.  
2000 AB 1475 Street and Highways Code Sections 2331, 2333 1n3 2333.5.  
Safe Routes to School (SR2S), January.  
1987 School Area Pedestrian Safety Manual.

### CARB

2003 California Counties and Air Basins. December.

### CDE

2006 CCR, Title 5, Article 2, Section 14010, Standards for School Site  
Selection.

### CEQA

2008 Public Resources Code (PRC), Section 21000 et al.

#### CEQA Guidelines

2008 California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, Section 15152.

#### CHPS

2006 High Performance Schools Best Practices Manual, Volume III Criteria.  
Accessed December 10, 2007 from website:  
[http://www.chps.net/manual/documents/BPM\\_2006\\_Edition/CHPS\\_III\\_2006.pdf](http://www.chps.net/manual/documents/BPM_2006_Edition/CHPS_III_2006.pdf).

#### City of Los Angeles

VERMONT/WESTERN TRANSIT ORIENTED DISTRICT  
Specific Plan  
(STATION NEIGHBORHOOD AREA PLAN)  
Ordinance No. 173,749  
Effective March 1, 2001  
Specific Plan Procedures  
Amended pursuant to L.A.M.C. Section 11.5.7

#### Clean Water Act

2006 Section 402.

#### Code of Federal Regulations

2008 Title 50 of the (Section 17.11 or 17.12).

#### Google Earth

#### LAUSD

2007 LAUSD website <http://www.lausd.k12.ca.us/>.  
2007 Strategic Execution Plan. Los Angeles Unified School District Facilities Services Division. Available at <http://www.laschools.org/sep/pdf/sep-2007-web.pdf>.  
2004 Safe and Healthy Neighborhood Schools Act (Measure R), enacted November 5, 2003.  
2003 Measure K Early Education Program Expansion Act.  
2003 School Design Guide. Book 2, Section 2.3, Section A.3.c., p. 3. October.

#### LAUSD, OEHS

2008 LAUSD, OEHS. Shade Study for Central Region Elementary School No. 20.  
2004 New School Construction Program, Final Program Environmental Impact Report. Board Certified June 8, 2004.  
2004 New School Construction Program, Draft Program Environmental Impact Report.

LAUSD Board of Education

2005 Resolution by the Los Angeles Unified School District Rendering Specified City and County Zoning Ordinances Inapplicable to the District's Acquisition and Use of Property for Designated Schools Pursuant to Government Code Section 53094 and Making Findings of Fact Related Thereto, Adopted October 11, 2005, Reference Board of Education Report No. 69-05/06

This was updated recently to include School 20, see file.

2003 Resolution: Sustainability and the Design and Construction of High Performance Schools. October 28, 2003.

SCAQMD

2007 Final AQMP

1993 CEQA Air Quality Handbook. November.

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# CHAPTER 13 - REPORT PREPARATION

## 13.1 REPORT PREPARERS

Table 13-1  
List of Preparers and Reviewers

Name	Project Role/EIR Chapter
<b>Lead Agency/Reviewers</b>	
Randi Cooper	LAUSD CEQA Manager/Consultant
Gwenn Godek	LAUSD Senior CEQA Project Manager/Consultant
<b>CEQA Consultant: Chambers Group, Inc</b>	
Jim Smithwick	Program Manager
Paula Fell	CEQA Project Manager
Roma Stromberg	Principal Planner
Albert Armijo	Environmental Planner
Lisa Dusi	Environmental Planner
Jeannie Yu	Environmental Planner
Michael Hendrix	Environmental Planner
Leslie Hall	Document Production Manager
Sean Tondre	Graphics
<b>Chambers Sub Consultants</b>	
KOA Corporation	Traffic Impact Analysis and Pedestrian Safety Study (Appendix D)

## 13.2 ORGANIZATIONS AND PERSONS CONSULTED

### Transportation and Traffic

KOA Corporation, Brain Marchetti, Transportation Planner (prepared Traffic Impact Analysis)

FINAL ENVIRONMENTAL  
IMPACT REPORT APPENDICES



Chambers Group

November  
2008

CENTRAL REGION  
ELEMENTARY SCHOOL NO. 20

06-06-08  
3390