

CHAPTER 4 - ALTERNATIVES

4-1 INTRODUCTION

The California Quality Act (CEQA) requires that an Environmental Impact Report (EIR) describe a range of reasonable alternatives to the project, or to the location of the project that could feasibly avoid or lessen any significant environmental impacts while substantially attaining the basic objectives of the project. An EIR should also evaluate the comparative merits of the alternatives. This chapter sets forth potential alternatives to the proposed project and evaluates them as required by CEQA.

Key provisions of the *State CEQA Guidelines* (Section 15126.6) pertaining to the alternatives analysis are summarized below.

- The discussion of alternatives shall focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly.
- The No-Project Alternative shall be evaluated along with its impact. The no-project analysis shall discuss the existing conditions at the time the Notice of Preparation is published as well as what would be reasonably expected to occur in the foreseeable future if the 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. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.
- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need 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.

The range of alternatives discussed in an EIR is governed by the “rule of reason,” mentioned above, that requires the identification of only those alternatives necessary to permit a reasoned choice between the alternatives and the proposed project.

The range of feasible alternatives are 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 (as described in the *State CEQA Guidelines*, Section 15126.6(f)(1)) are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations,

jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to the alternative site. An EIR need not consider an alternative whose effects could not be reasonably identified and whose implementation is remote or speculative and would not achieve the basic project objectives.

4-2 PROJECT OBJECTIVES

As discussed in Chapter 2, nine goals have been identified in the West Los Angeles Facilities Master Plan (Master Plan) as a result or input from the Campus Planning Committee, the Cabinet, and the campus community (i.e. students, faculty, and staff). The identified goals are:

- Goal 1: Create a “State-of-the-Art” physical campus environment that conveys the College’s excellence and stability.
- Goal 2: Organize and develop land use activities within the campus to strengthen academic, cultural, and social interaction.
- Goal 3: Take advantage of the views from the higher locations of the campus.
- Goal 4: Create a strong, walkable pedestrian-friendly campus core.
- Goal 5: Preserve, enhance, and restore the natural environment.
- Goal 6: Strengthen and clarify circulation systems to create a safe, convenient, and accessible environment.
- Goal 7: Maintain flexibility in use of spaces and buildings; design for future growth and expansion.
- Goal 8: Create a strong sense of place that supports the academic and social life of the College.
- Goal 9: Strengthen physical connections and campus activities that serve the surrounding community.

The purpose for developing a set of possible alternative scenarios was to identify other means to attain the project objectives while substantially lessening or avoiding one or more of the potentially significant environmental impacts caused by the proposed project.

4-3 ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION

An EIR must briefly describe the rationale for selection and rejection of alternatives. The Lead Agency (i.e., Los Angeles Community College District) may make an initial determination as to which alternatives are feasible, and therefore merit in-depth consideration, and which are infeasible. Alternatives that are remote or speculative, or the effects of which cannot be

reasonably predicted, need not be considered (*State CEQA Guidelines*, Section 15126.6(f)(3)). This section identifies alternatives considered by the Lead Agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects (*State CEQA Guidelines*, Section 15126.6(c)). Those alternatives that failed to meet the basic objectives of the project, or were deemed infeasible, and were thus eliminated from further consideration, are discussed below.

Alternate Sites. The *State CEQA Guidelines* state that an EIR must "[d]escribe a range of reasonable alternatives to the project, *or to the location of the project*, which could feasibly attain the basic objectives of the project, and evaluate the comparative merits of the alternatives." (*State CEQA Guidelines*, Section 15126.6(a), *italics added*.) As the italicized language suggests, project alternatives typically fall into one of two categories: on-site alternatives, which generally consist of different uses of the land under consideration; and off-site alternatives, which usually involve similar uses at different locations.

The purpose of the proposed project is to accommodate demand for post-secondary education at the West Los Angeles College campus. Accordingly, no other sites were considered. Although the College has one satellite location (at LAX), the thrust of the entire project is to expand the existing campus to accommodate already anticipated growth.

It has been suggested that the College not expand, but instead use funds to acquire and build at an alternative location. This was rejected for the following reasons:

- An alternative location would require the acquisition of land, which if purchased would likely not leave the College with sufficient funds to construct the number of facilities necessary to accommodate the anticipated growth.
- If sufficient funds were available, it would likely require more construction than is planned by the proposed project to accommodate the anticipated student growth. This would be due to the need to duplicate at the alternative location many of the administrative and support facilities, which already exist onsite. This duplicative construction would create far greater environmental impacts than the Master Plan.
- Creating a new community college campus would require additional administrative, teaching, and technical staff beyond that proposed by the project, imposing a substantial financial burden on the District.
- Creating an additional satellite campus of the College would likely increase the amount and possible the severity of traffic impacts by requiring students and faculty to drive to two different facilities.

Substantially Increase Distance Learning. The College currently utilizes distance learning (remote access via the internet), which reduces trips to and from the campus. An alternative that would substantially increase distance learning does not meet the overall educational purposes of

the College, because distance learning can only satisfactorily meet a small portion of the campus curriculum, as on-campus, in-person instruction is essential to the majority of programs.

College Uses Plus Housing. The College has discussed the possibility of housing (primarily for foreign students) on campus, but decided not to pursue this option because it is not part of the current mission statement, goals, or needs of the College. From an environmental perspective, the alternative would not necessarily reduce the significant project impacts, and would likely increase some impacts, or introduce new ones. Some examples are as follows: The addition of housing would bring some of the staff or users of the College on-site, eliminating their daily commute, but would also add other trips generated from such housing for purposes of shopping, entertainment, and other activities. The alternative would also potentially add grade-school age children to the local population, thus generating impacts to schools greater than under the Master Plan alternative. Also, new sources of noise would be introduced, so increased noise levels or perhaps noise impacts could occur from on-site residential uses, from night-time automobile trips, possible private parties held in student housing, and activities in the residents' yards, etc.

Alternate Site Plans. The Master Plan planning process evaluated a number of locations for various facilities proposed for the campus. The proposed Master Plan is a result of trade-off analyses, so that the facilities were placed in optimal locations from the standpoint of the goals and purposes set out for the master planning process. A modification of the campus plan that was considered as a result of public comments was to move the football field in such a way as to avoid the potential lighting impacts from the proposed Phase II bleacher seats and lighting project. Although further study would be needed to confirm it, it appears possible to switch the location of other ball fields with the football field. With the revised location as now reflected in the Master Plan, the lights would be lined up in an east-west direction, presumably with somewhat less impact along Freshman due to the distance from the furthest light to the street. However both field locations are on Freshman Drive, with the same general proximity to residential uses. There is no other location of sufficient size and topography to accommodate the field elsewhere on the campus.

4-4 ALTERNATIVES TO THE PROPOSED PROJECT

This section discusses alternatives to the proposed Master Plan, as well as an alternative enrollment scenario that has been identified to reduce or avoid the unavoidable significant adverse environmental effects of the proposed Master Plan (see Chapter 3 of this EIR for detailed discussions of these effects). Some of the alternatives discussed were suggested during the scoping process. Also provided below is a discussion of the No-Project Alternative as required by CEQA.

4-4.1 Alternatives 1 and 2 (No-Project Alternatives)

Section 15126.6 (e) of the *State CEQA Guidelines* requires the analysis of a No-Project Alternative. This no-project analysis must discuss the existing condition, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved. Section 15126.6(e)(3)(B) of the *State CEQA Guidelines* states:

“If the project is ... a development project on an identifiable property, the “no project” alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects that would occur if the project were approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this “no project” consequence should be discussed. In certain instances, the “no project” alternative means “no build,” wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project’s non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.”

In accordance with the *State CEQA Guidelines*, the No-Project Alternative analysis includes a discussion of the No-Build Alternative, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and site zoning, as consistent with available infrastructure and community services. The No-Project Alternative is neither required, nor expected, to meet the project’s objectives or to avoid or reduce any of the significant impacts associated with the project. And, in the case of the proposed project, none of the No-Project Alternatives would meet the project objectives. Both the No-Project/No-Build and the No-Project/Reasonably Foreseeable Development Alternatives are discussed herein.

a. Alternative 1 (No-Project/No-Build Alternative)

Under the No-Project/No-Build Alternative, the proposed improvements in the Master Plan would not be constructed, and the project area would remain in its current condition. This alternative assumes that no changes to the campus occur. The existing structures, including classroom, sports facilities, and parking lots would remain in their current condition. With no change in facilities, a total of 419,315 square feet (sf) of building space would remain. The student enrollment would be assumed to remain similar to current (fall 2003 semester) conditions: 10,312 or 3,022 full-time-equivalent (FTE) students. The employee count also would be assumed to remain similar to the current (fall 2003 semester) number of 550 employees (357 FTE employees). The building space would continue to consist of 325,078 sf within permanent structures and 94,237 sf in temporary structures, as shown in Table 4-1 below. This No-Project/No-Build Alternative allows decision-makers to compare the impacts of “freezing” the campus at its current conditions to other alternatives.

Another variation of No Project would be to not implement the proposed Master Plan but to continue implementation of the 1989 Master Plan, as described below.

Table 4-1: Alternatives Development Summary

Alternative	Existing (gross square feet)	Net New (gross square feet)	Total (gross square feet)
1. No Project	419,315	0	419,315
2. Previous Facilities Master Plan	419,315	103,012	522,327
3. Proposed Master Plan	419,315	293,300	712,615

Source: West Los Angeles College, Myra L. Frank/Jones & Stokes, 2004.

b. Alternative 2 – No-Project/Reasonably Foreseeable Development Alternative

Under the No-Project/Reasonably Foreseeable Development Alternative, the proposed 2004 Master Plan would not be implemented, but campus development would follow the Previous Facilities Master Plan (PFMP), adopted in 1989. Under the PFMP, five phases or stages of development were described, which would result in a total of 522,327 sf of development on the campus. Existing development on campus at the time (1989) was considered Stage I (286,715 sf of development existed at the time - calculated by a process of deduction). Most of Stages II and III have since been constructed, and part of Stage IV, the Child Development Center has recently been completed. Stage IV was also to include a second floor addition to the Science Building and an outdoor amphitheater, neither of which has been built. Stage V was to consist of a new science building, relocation of the Campus Police offices, and the construction of an indoor swimming pool. The previous PFMP development for Stages II through IV, would have allowed 239,500 sf (excluding the parking structure square footage and relocation square footage), as shown in Table 4-2, below. The net new development proposed at the time was 339,700 sf; however, given current existing conditions (see Table 4-2), the net new development would be 207,100 sf.

This alternative includes less development than the proposed 2004 Master Plan, particularly considering that the PFMP had an earlier build-out date of 1998, and there was less already built on the site (note that despite the passing of the anticipated build-out date, not all the buildings were constructed, as shown in Table 4-2). The PFMP Alternative would accommodate a total enrollment of approximately 15,000 students (9,524 FTE).¹

¹ Student projections for PFMP are from the Final EIR for that Plan, Bolling Gill Allen McDonald Architects for the LACCD, April, 1989, Table 10, Page 42. No employee projections are given.

Table 4-2: Previous (1989) Facilities Master Plan

Stage/Project	Size (gross square feet)	Current Status
Stage II		
Aerospace Complex	60,000 sf	Built
Physical Education Bldg.	25,000 sf	Built
Plant Facilities Move	(assume no net change)	Un-built
<i>Stage II total:</i>	85,000 sf	
Stage III		
Fine Arts Complex	45,800 sf	Built
Campus Center	(size not specified) assumed same as project at 84,400 sf	Un-built
<i>Stage III total:</i>	130,200 sf	
Stage IV		
Science Building Second Floor Addition	15,000 sf	Un-built
Outdoor Amphitheater	7,500 sf	Un-built
Child Development Center	1,800 sf	Built
<i>Stage IV total:</i>	24,300 sf	
Stage V		
New Science Building (now called Science and Math Building)	(size not specified) assumed same as project at 85,200 sf	Un-built
Parking Structure on Lot 8	(size not specified) but smaller than project's 302,700 sf and 1,000 spaces	Un-built
Relocate Campus Police	(move 132,000 sf; assume no net change)	Un-built
Indoor Swimming Pool	(size not specified) assumed at 15,000 sf	Un-built
<i>Stage V total:</i>	100,200 sf (not including parking)	
Total PFMP	339,700 sf (not including parking or relocated uses)	

Source: WLAC Facilities Master Plan, MIG, April 2003, page II-6 and Letter from Frank Quiambao, President of WLAC to Mike Thompson, Chief Administrative Officer of Culver City, March 25, 2003.

c. Alternative 3 – Alternative Enrollment Growth Scenario

Impacts due to implementation of the proposed Master Plan would result from the construction and operation of new facilities in addition to projected increases in student enrollment and employment (e.g., more students and employees commuting to and from the College would result in increased traffic congestion). For the purposes of the analyses in this EIR, it was assumed that under the Master Plan, student enrollment would increase by an average of 4 percent per year compounded annually, resulting in a total enrollment of approximately 18,904 students in fall 2022. Total enrollment at the College in the fall 2003 semester was 10,312 students. The assumed enrollment growth rate is based on forecasts established by the State Chancellor's office for the Los Angeles Community College District.² The forecasted growth rate ranges from 2.75 to 5.25 percent, with 4 percent representing the average.

The 2.75 percent growth rate would result in a student enrollment of 15,501 (82 percent of 18,904) in fall 2022. The 5.25 percent growth rate would result in a student enrollment of 25,520 (135 percent of 18,904) in fall 2022, or 6,616 more students than projected under the Master Plan.³ The lower enrollment scenario of 15,501 students is the one evaluated in this chapter since it could result in fewer or less extensive impacts than the proposed Master Plan. Since it would be speculative to assume the higher enrollment growth rate would continue over the long-term through the year 2022 and because it would result in greater impacts than the proposed Master Plan enrollment scenario (i.e., greater traffic impacts and operational air quality impacts, increased demand for public services and utilities though these impacts would likely be less than significant, and slightly greater traffic noise impacts), the higher enrollment scenario was not analyzed in this chapter.

4-4.2 Alternative 4 – Second Access Road Alignment Options

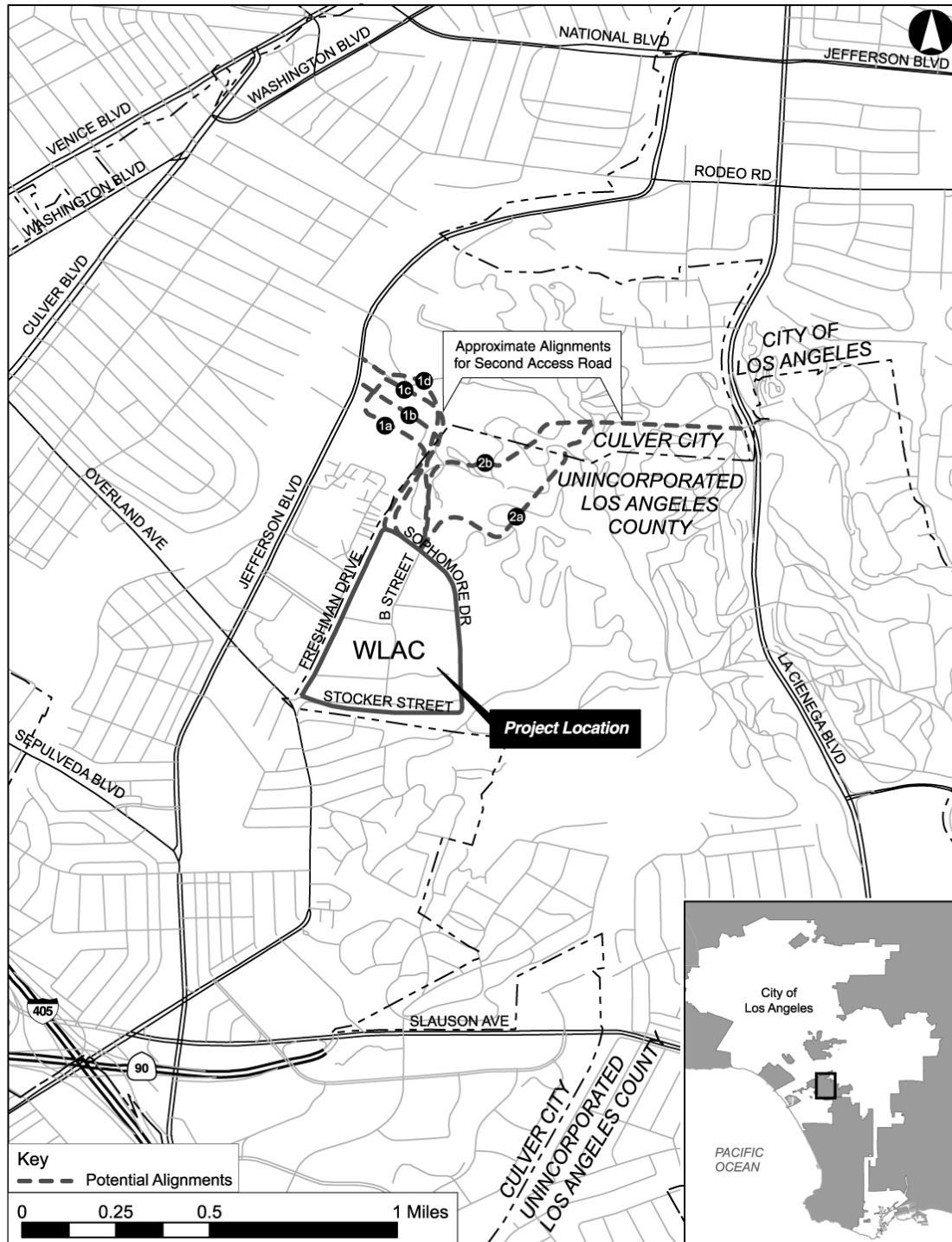
Planning efforts conducted as part of the Master Plan process evaluated approximately 14 conceptual alternative alignments for the second access road. Two of the alignments previously considered would connect to La Cienega Boulevard; the remaining would connect to Jefferson Boulevard. Six of the alignments (four to Jefferson and the two to La Cienega) are depicted in Figure 4-1. Alignments 1b and 1d are described and evaluated in detail in Chapters 2 and 3, respectively, of this EIR. The other four alternative alignments are described below.

The start and end points for the alternative alignments connecting to Jefferson Boulevard are the same, but each takes a different route for the portion of the roadway immediately east of Jefferson Boulevard within Culver City city limits. Alignments 1a and 1c were

² West Los Angeles College. Educational Maser Plan 2002-2008, p. VI-7.

³ It should be noted that with recent changes in the eligibility criteria for University of California freshmen classes (reduction of the eligibility pool from 14.4 percent of public high school graduating seniors to 12.5 percent), it is likely that more students will be attending community colleges in the near future.

Figure 4-1: Proposed Alternative Alignments for Second Access Road



Source: ©2003 GDT, Inc., and its licensors, Rel. 10/2003; Myra L. Frank / Jones & Stokes, 2004.

developed to accommodate existing and planned development on the parcels in the immediate vicinity. The start and end points for La Cienega Boulevard alignments are also the same; they start from Sophomore Drive and travel east to connect to La Cienega Boulevard. The first half of the routes north of Sophomore Drive, however, would vary, as shown in Figure 4-1. All six alignments would pass through private property within unincorporated Los Angeles County and the City of Culver City.

Under each of the alignment alternatives described below, it is assumed that other elements proposed under the Master Plan would remain the same, i.e., construction of new facilities and renovation and demolition of existing on-campus facilities, which would result in a net increase of 293,300 sf of building floor space on the campus.

a. Alignment 1a

Alignment 1a is the southernmost proposed alignment connecting to Jefferson Boulevard (see Figure 4-1). This alignment would start at the intersection of Freshman and Sophomore Drives; and head slightly northeast before making a turn westwards onto the southern portion of parcel number 4296-001-001. At the western edge of parcel 4296-001-001, it makes another turn northwards and finally turns west at parcel 4296-001-004 and connects to Jefferson Boulevard. The alignment traverses several parcels such as parcels 4204-017-007 and 4204-017-008 to the north of the College, and parcels 4296-001-001, 4296-001-010, 4296-001-004, and 4296-001-005. A portion of this alignment would be located adjacent to the northern boundary of Raintree Townhouse Association property.

b. Alignment 1c

Alignment 1c is the northernmost proposed alignment connecting to Jefferson Boulevard (see Figure 4-1). This alternative alignment would start at the intersection of Freshman and Sophomore Drives; and head northeast, curve westwards before turning sharply south and west again to connect to Jefferson Boulevard. This alignment traverses through parcels 4204-017-007 and 4204-017-008, 4296-01-010, 4296-001-004, 4296-001-270, 4296-001-005, and 4296-001-270. The City of Los Angeles has recently proposed to build the North Outfall Replacement Sewer Air Treatment Facility on parcel 4296-001-270; an Initial study/Negative Declaration was prepared by the city for this project in January 2004. This air treatment facility will be built at the portal site where the existing North Outfall Relief Sewer (NORS) will connect to the East Central Interceptor Sewer (ECIS).

c. Alignment 2a

Alignment 2a would start at Sophomore Drive and traverses through the Baldwin Hills to connect to La Cienega Boulevard. This alignment travels northeast before turning east to connect to La Cienega Boulevard. This alignment passes through Baldwin Hills and City of Culver City lands. According to the Baldwin Hills Master Plan of 2002, much of the land in Baldwin Hills is under public ownership, owned by the State of California and managed by the

County of Los Angeles under a long-term operating agreement.⁴ Since the early 1900s, a major portion of the lands (950 acres of a total 1400 acres) has been used for oil and gas development.⁵ Numerous oil wells (430 active wells as of year 2000), processing units and other oil and gas infrastructure cover the area where alignment 2a is proposed.⁶ Much of the Baldwin Hills is very hilly with slopes of over 20 percent. At one time, Baldwin Hills represented the largest remaining expanse of the once dominant coastal sage scrub habitat in this area of the Los Angeles Basin, and was known to contain remnants of the riparian (streamside) and grassland habitats that once made up much of the surrounding area. However, over a century of agriculture and urbanization has fragmented the former habitat of the region, and the Baldwin Hills are now surrounded by the intensively developed and densely populated areas of Los Angeles, Culver City and Inglewood. While the Baldwin Hills are degraded and fragmented, they still provide important habitat for animals that depend on coastal scrub species.

d. Alignment 2b

Alignment 2b has the same start and end points as Alignment 2a but follows a different course to connect to La Cienega Boulevard. This alignment travels slightly northwest and heads northeast for approximately 0.5 mile before turning east to connect to La Cienega Boulevard. This alignment passes through the Baldwin Hills and the City of Culver City.

e. Other Alignment Options

In addition to the alignment options described above, additional alignments have been investigated and eliminated from consideration. Some of these are described in a *Second Access Road Study* (Psomas, February 18, 2004), other conceptual alternative alignments were developed subsequent to that study. In all cases, the alignments represent minor variations of the alignments described above and in Chapter 2 of this EIR.

These alignments included a concept similar to alignment 1b that would connect directly to Freshman Drive and would be located parallel and immediately east of the Raintree residential complex property line (Concept 1 in the February 18th Psomas study). This alignment was eliminated because of concerns about impacts on the Raintree residents.

Another concept (the loop road, Concept 3, in the Psomas study) would also connect directly to Freshman Drive but as it continues north it would curve to the east before curving back to the west and then connecting to Jefferson Boulevard at the same location as alignment 1b. This was also eliminated because of the straight connection to Freshman Drive and potential impacts on the Raintree residents.

Other concepts consisted of combinations of elements of 1b and 1d. In addition, a variation of 1d was investigated that would follow a roadway easement within the City of Los Angeles property and connect to Jefferson Boulevard immediately south of the self-storage buildings and

⁴ State of California. Department of Parks and Recreation. Baldwin Hills Master Plan. May 2002.

⁵ Ibid

⁶ Ibid

north of the Nadel company buildings. The easement would be too narrow to accommodate the required roadway right-of-way width and would consequently require acquisition and displacement of either the self-storage building to the north or the Nadel building to the south. In order to make the new signalized intersection at Jefferson Boulevard operate safely, this option would require the relocation of the existing self-storage facility driveway from its current location directly onto Jefferson Boulevard to the new second access road. Thus, the second access road would also carry self-storage trips. The new road would connect offset from the existing driveway of SBC, and the new signal would be coordinated with the existing signal. With this option, the intersection at Jefferson would operate at LOS D for both interim year 2015 condition and buildout year 2022 condition. This option results in secondary parking impacts because the introduction of the second access road in this location would require the prohibition of curb parking along Jefferson (so that a dual left turn lane could be provided on Jefferson). This prohibition would adversely affect weekend and evening curb parking for the existing park on the east side of the street north of the self-storage facility.

4-5 ALTERNATIVE IMPACT ANALYSIS

This section presents an analysis of the project alternatives, including the Alternative 1 (No-Project/No-Build Alternative), Alternative 2 (No-Project/Reasonably Foreseeable Development), Alternative 3 (Enrollment Growth Scenario), and Alternative 4 (Alignments 1a, 1c, 2a, and 2b). The section provides a comparison of the impacts between these alternatives and the proposed project for those environmental issues addressed in this document. In all cases, the comparison of impacts assumes that all feasible mitigation measures as identified in this document have been implemented for the impacts resulting from the proposed project. Similarly, in all cases where it can be safely assumed that there are feasible mitigation measures for impacts caused by the alternative, it is assumed that those mitigation measures would be implemented. In accordance with the *State CEQA Guidelines*, Section 15626.6(d), the discussion of the environmental effects of the alternatives may be less than that provided for the proposed project. The summary comparison of alternatives is provided in Table 4-3 below. This table describes the level of impact, after mitigation, with implementation of the proposed Master Plan and identifies whether other alternatives would result in a similar, greater, or less of an impact than the Master Plan for each impact category. More detailed discussions of the impacts of each alternative follow this summary table.

Table 4-3: Comparative Environmental Analysis of Alternatives

Resource Area	Proposed Master Plan (after mitigation)	Alt. 1 No Project/No Build	Alt. 2 No Project/Reasonably foreseeable Development	Alt. 3 –Alt. Enrollment Growth Scenario	Alt. 4 Align. 1a	Alt. 4 Align. 1c	Alt. 4 Align. 2a	Alt. 4 Align. 2b
Visual Resources	Less than Significant	Less	Similar	Similar	Slightly Greater	Similar	Greater	Greater
Agricultural Resources	No Impact	Similar	Similar	Similar	Similar	Similar	Similar	Similar
Air Quality	Significant	Less	Less	Less	Similar	Slightly Greater	Greater	Greater
Biological Resources	Potentially Significant	Less	Less	Similar	Similar	Slightly Greater	Greater	Greater
Cultural Resources	Less than Significant	Less	Slightly Less	Similar	Similar	Slightly Greater	Greater	Greater
Geology/Seismicity /Soils	Less than Significant	Less	Slightly Less	Similar	Similar	Slightly Greater	Greater	Greater
Hazardous Materials	Less than Significant	Less	Less	Similar	Similar	Slightly Greater	Greater	Greater
Hydrology and Water Quality	Less than Significant	Less	Less	Similar	Similar	Slightly Greater	Greater	Greater
Land Use	Less than Significant	Less	Less	Similar	Similar	Slightly Less	Greater	Greater
Mineral Resources	Less than Significant	Less	Less	Similar	Similar	Similar	Greater	Greater
Noise	Less than Significant	Less	Less	Slightly Less	Greater	Similar	Less	Less
Population/Housing	Less than Significant	Less	Slightly Less	Less	Similar	Similar	Similar	Similar
Public Services	Less than Significant	Greater	Greater	Less	Similar	Similar	Similar	Similar
Transportation/Traffic	Significant	Less	Less	Less	Similar	Similar	Less	Less
Utilities	Less than Significant	Less	Less	Less	Similar	Slightly Greater	Similar	Similar

Source: Myra L. Frank/Jones & Stokes, July 2004.

4-5.1 Summary of Environmental Analysis

a. Alternative 1 – No-Project/No-Build Alternative

Under this alternative, no comprehensive program of improvement projects would be implemented as are proposed under the Master Plan. As a consequence, the No-Project/No-Build Alternative would not result in any of the significant or potentially significant impacts of the proposed project described in Chapter 3 of this EIR. However, the No-Project Alternative would also not result in extensive improvements to existing facilities and construction of new educational facilities at the College. Additionally, the No-Project Alternative would result in further deterioration of existing buildings and campus facilities. This alternative would also not fulfill any of the project objectives.

Aesthetics/Visual Resources: The potentially significant but mitigable impacts that would occur due to potential spillover effects of new athletic facilities lighting on nearby neighborhoods would not occur under the No-Project/No-Build Alternative. Alternately, aesthetic enhancements to the campus as a result of new landscaping, renovations to existing buildings, new campus walkways, and a new entrance to the College, would not occur and ultimately could result in deterioration of existing building and campus facilities.

Agricultural Resources: Neither the No-Project/No-Build Alternative nor the proposed Master Plan would result in impacts to agricultural resources.

Air Quality: The potentially significant air quality impacts associated with construction of proposed Master Plan facilities would not occur under No-Project/No-Build Alternative. Additionally, the significant operational air quality impacts due to the additional traffic generated under the Master Plan would not occur under the No-Project/No-Build Alternative.

Biological Resources: The No-Project/No-Build Alternative would not result in the potentially significant impacts to biological resources that could occur under the Master Plan as a result of the removal of vegetation and possible destruction of special-status plant species to construct the second access road, the impacts to nesting migratory birds due to removal of trees or vegetation, the lighting impacts from new or renovated sports facilities on migratory or special-status bird species, and potential traffic noise impacts from the second access road on nesting migratory or special-status bird species.

Cultural Resources: Since the amount of construction that would occur under the No-Project/No Build Alternative would be very limited, it would be much less likely than the Master Plan to disturb, destroy, or alter any unknown archaeological or paleontological resources that may be present on the campus. No impacts to historical resources would occur under this alternative or the proposed Master Plan.

Geology and Soils: Potentially significant but mitigable soil erosion impacts that could occur during construction of proposed Master Plan facilities would not occur under the No-Project/No-Build Alternative. Existing buildings under this alternative and new structures proposed under the Master Plan would be subject to significant seismic hazards due to strong ground shaking or

liquefaction resulting from seismic activity on earthquake faults in the project area. These hazards, however, can be reduced or mitigated to an acceptable level of risk through proper building design and construction.

Hazardous Materials: The No-Project/No-Build Alternative would not result in the potentially significant but mitigable impacts that could occur under the Master Plan due to construction of the second access road, which could expose hazardous materials generated by oil extraction activities. Methane gas that may be present due to the proximity of the campus to the Baldwin Hills Oil Fields poses a potential hazard to building occupants under both the No-Project/No-Build Alternative and the proposed Master Plan. Renovation of older buildings on the campus under the Master Plan could also result in exposure of asbestos-containing building materials and/or lead-based paint contaminants, a potentially significant but mitigable impact. Since the amount of renovation work that might occur under the No-Project/No-Build Alternative would be minimal, this alternative is less likely to result in the exposure of hazardous building materials than the Master Plan. Conversely, it is more likely that these hazardous materials would remain in campus buildings and would not be remediated under the No-Project/No-Build Alternative.

Hydrology and Water Quality: The No-Project/No-Build Alternative would not result in new construction that could generate pollutants that could be conveyed by storm water to local surface water or groundwater resources. This would be a less than significant impact under the proposed Master Plan since construction would employ Best Management Practices in compliance with NPDES permit requirements to minimize polluted runoff. The No-Project/No-Build Alternative, unlike the proposed Master Plan, would not increase the amount of impervious surfaces in the project area and result in additional polluted storm water runoff. However, Best Management Practices will be implemented in the design of new facilities to capture, filter, or treat storm water runoff from new Master Plan facilities to the extent practicable.

Land Use: No unavoidable significant adverse land use impacts would occur under the Master Plan and the No-Project/No-Build Alternative. However, the No-Project/No-Build Alternative would not include new buildings proposed under the Master Plan that would exceed the local zoning code height limits for the campus. It would also not include a new access road (alignment 1b) that could constrain or conflict with proposed development plans for the Westway Development property along Jefferson Boulevard.

Mineral Resources: The No-Project/No-Build Alternative would not result in the minor temporary construction impacts on oil extraction activities that could occur under the Master Plan due to construction of the second access road through active oil fields.

Noise: The significant but mitigable impacts of construction noise on campus academic facilities under the Master Plan would not occur under the No-Project/No-Build Alternative. The No-Project/No-Build Alternative would also not result in the minor adverse traffic noise impacts of a second access road that would occur under the proposed Master Plan.

Population, Employment, and Housing: Neither the proposed Master Plan nor the No-Project/No-Build Alternative would result in significant environmental impacts due to increases in population or housing demand. However, the No-Project/No-Build Alternative would not

result in the acquisition and displacement of the business at 10000 Jefferson Boulevard, which would be necessary to construct a second access road along alignment 1d under the Master Plan.

Public Services: The No-Project/No-Build Alternative would not result in the less than significant impacts on police and fire protection services that could occur under the Master Plan due to temporary lane closures or diminished access during construction. The No-Project/No-Build Alternative would also not result in the minor increase in demand for police and fire protection services that would occur under the proposed Master Plan. However, under the No-Project/No-Build Alternative, the second access road, which would improve access for emergency services to the College, would not be built.

Transportation/Traffic: It is expected that enrollment at the College would not substantially increase in future years under the No-Project/No-Build Alternative due to constraints posed by existing campus facilities. Therefore, this alternative would not result in the significant traffic impacts of the proposed Master Plan. Under the Master Plan, the additional traffic due to increased enrollment and employment at the College would result in significant impacts at 17 of the 44 study intersections in the year 2022 (plus the new intersection of the second access road/Leahy Street and Jefferson Boulevard). With implementation of mitigation, the impacts at all but two intersections (plus the new intersection of the second access road/Leahy Street and Jefferson Boulevard) can be mitigated to a less than significant level. However, under the No-Project/No-Build Alternative, the second access road, which would help reduce congestion and would improve emergency access and egress from the College, would not be built.

Public Utilities: The increases in utility consumption or generation under the Master Plan would be greater than would occur under this No-Project/No-Build Alternative though neither alternative would result in unavoidable significant adverse impacts on utilities or service providers. However, it should be noted that proposed Master Plan projects would follow green, energy efficient, sustainable design guidelines as set forth in the Leadership in Energy & Environmental Design Guidelines. Following such practices would reduce the amount of electricity consumed by the College. Thus, development of new buildings and renovation of existing buildings under the Master Plan is likely to result in greater energy savings than would occur under the No-Project Alternative.

***b. Alternative 2 – No-Project/Reasonably Foreseeable Development
Alternative***

Under the No-Project/Reasonably Foreseeable Development Alternative, the proposed 2004 Master Plan would not be implemented, but campus development would follow the previous West Los Angeles College Facilities Master Plan (PFMP), adopted in 1989. As described above, it is assumed that a total of 207,100 sf of new development would occur under this alternative, or approximately 145,000 sf less than would occur under the current proposed Master Plan, and that total enrollment would be limited to approximately 15,000 students, or approximately 3,900 fewer students than is projected under the current proposed Master Plan. This alternative would not include a new second access road to the campus. Because of the lower level of development, fewer students, and no second access road, this alternative would result in fewer or less extensive impacts than the proposed Master Plan as described below. However, it would also not provide

all of the facilities proposed under the Master Plan that have been identified as necessary to fulfill the goals and objectives of the Master Plan as identified in Section 4-2 above.

Aesthetics/Visual Resources: The visual impacts of this alternative would be similar to those of the Master Plan. Both alternatives could result in significant but mitigable impacts due to spillover lighting impacts. However, since this alternative would include less new development, it may also not result in some of the aesthetic or visual enhancements that could occur under the proposed Master Plan.

Agricultural Resources: Neither this alternative nor the proposed Master Plan would result in impacts to agricultural resources.

Air Quality: Under both this alternative and the proposed Master Plan, construction emissions could exceed South Coast Air Quality Management District significance thresholds. However, since less development is proposed under this alternative than the Master Plan, the amount of pollutant emissions generated on a peak day and over the course of the construction period would be less than would occur under the Master Plan. Similarly, operational air quality impacts due to additional motor vehicle trips would likely be significant both under this alternative and the proposed Master Plan; however, this alternative would generate fewer pollutant emissions than the Master Plan because there would be fewer students and employees traveling to and from school.

Biological Resources: This alternative would result in fewer biological impacts than the Master Plan because it would not include a new access road. Under the Master Plan, potentially significant impacts to biological resources could occur due to the removal of vegetation and possible destruction of special-status plant species to construct the second access road. Potential traffic noise impacts from the second access road on nesting migratory or special-status bird species could also occur under the Master Plan that would not occur under this alternative. Impacts to nesting migratory birds due to removal of trees or vegetation on-campus and the lighting impacts from new or renovated sports facilities on migratory or special-status bird species would occur under both this alternative and the Master Plan.

Cultural Resources: Both this alternative and the proposed Master Plan have the potential to disturb, destroy, or alter any unknown archaeological or paleontological resources that may be present on the project site due to earth moving to construct new facilities. However, the potential for this alternative to disturb these resources may be slightly less than would occur under the Master Plan because of lower level of development. No impacts to historical resources would occur under this alternative or the proposed Master Plan.

Geology/Soils/Seismicity: Potentially significant but mitigable soil erosion impacts could occur under both this alternative and the proposed Master Plan though the impacts would be less under this alternative because it would not include construction of a new second access road and other facilities proposed under the Master Plan. New buildings proposed under this alternative and the Master Plan would be subject to significant seismic hazards due to strong ground shaking or liquefaction resulting from seismic activity on earthquake faults in the project area. These hazards, however, can be reduced or mitigated to an acceptable level of risk through proper building design and construction.

Hazardous Materials: This alternative would not include construction of the second access road and possible exposure of hazardous materials generated by oil extraction activities that could occur under the Master Plan, a significant but mitigable impact. Methane gas that may be present due to the proximity of the campus to the Baldwin Hills Oil Fields poses a potential hazard to building occupants under both this alternative and the proposed Master Plan. Renovation of older buildings on the campus under both this alternative and the Master Plan could also result in exposure of asbestos-containing building materials and/or lead-based paint contaminants, a potentially significant but mitigable impact.

Hydrology and Water Quality: This alternative and the proposed Master Plan would result in new construction that could generate pollutants that could be conveyed by storm water to local surface water or groundwater resources. This would be a less than significant impact under both alternatives since construction would employ Best Management Practices in compliance with NPDES permit requirements to minimize polluted runoff. This alternative would result in a smaller increase in the amount of impervious surfaces in the project area than would occur under the proposed Master Plan, primarily because it would not include a new second access road. Thus, this alternative would result in less polluted storm water runoff than the Master Plan, however, impacts would be mitigated under both alternatives with implementation of Best Management Practices that would include design features in new facilities to capture, filter, or treat storm water runoff to the extent practicable.

Land Use: No unavoidable significant adverse land use impacts would occur under this alternative or the Master Plan. However, both alternatives would include new buildings proposed under the Master Plan that would exceed the local zoning code height limits for the campus.

Mineral Resources: This alternative would not result in the minor temporary construction impacts on oil extraction activities that could occur under the Master Plan due to construction of the second access road through active oil fields.

Noise: The significant but mitigable impacts of construction noise on campus academic facilities would occur under both this alternative and the Master Plan though the impacts may be less extensive due to the lower level of development proposed under this alternative. This alternative would also not result in the minor traffic noise impacts of a second access road that would occur under the proposed Master Plan.

Population, Employment, and Housing: Neither this alternative nor the proposed Master Plan would result in significant increases in population or demand for housing that would result in significant impacts to the environment. However, this alternative would not result in the acquisition and displacement of the business at 10000 Jefferson Boulevard, which would be necessary to construct a second access road along alignment 1d under the Master Plan.

Public Services: Both this alternative and the proposed Master Plan would result in less than significant impacts on police and fire protection services due to temporary lane closures or diminished access during construction. This alternative and the proposed Master Plan would also result in less than significant increases in demand for police and fire protection services. However, the demand for these services would be less under this alternative than would occur

under the proposed Master Plan due to lower enrollment and less development. This alternative would not include the second access road, which would help improve emergency services access to the College. Neither alternative would indirectly generate a substantial number of new students attending local schools due to the increase in the number of employees at the College.

Transportation/Traffic: The increase in the future number of students enrolled at the College would be less than would occur under the proposed Master Plan. Consequently, this alternative would result in fewer significant traffic impacts than the proposed Master Plan. An analysis was conducted by Kaku Associates of a scenario where enrollment would be limited to approximately 15,000 students and no second access road would be constructed. According to Kaku, this scenario would result in significant traffic impacts at 10 of the 44 study intersections in the year 2015, prior to mitigation. Under the proposed Master Plan, which includes construction of a second access road, the enrollment forecast for the year 2015 would result in significant impacts at 9 of the 44 study intersections (plus the new intersection of the second access road/Leahy Street and Jefferson Boulevard). With proposed mitigation, significant impacts would remain at two intersections under this limited enrollment scenario and one intersection under the proposed Master Plan (plus the new intersection of the second access road/Leahy Street and Jefferson Boulevard). In the year 2022, with enrollment increasing to approximately 18,900 students under the proposed Master Plan, significant impacts would occur at 17 of the 44 study intersections prior to mitigation (plus the new intersection of the second access road/Leahy Street and Jefferson Boulevard). With implementation of mitigation, the impacts at all but two intersections (plus the new intersection of the second access road/Leahy Street and Jefferson Boulevard) can be mitigated to a less than significant level.

Public Utilities. The increases in utility consumption or generation under this alternative would be slightly lower than would occur under the Master Plan because of the lower number of students, approximately 15,000, than the 18,900 projected under the Master Plan. Neither alternative would result in unavoidable significant adverse impacts on utilities or service providers.

c. Alternative 3 – Alternative Enrollment Growth Scenario

This alternative is identical to the proposed Master Plan in terms of proposed new and renovated facilities including the new second access road. However, under this alternative, enrollment growth would occur at a slower pace resulting in a total enrollment of 15,501 students in the fall 2022 semester, compared to the 18,904 students forecast under the proposed Master Plan. Consequently, impacts would be similar to those that would occur under the Master Plan with the exception of those described below.

Air Quality: Operational air quality impacts due to additional motor vehicle trips would likely be significant both under this alternative and the proposed Master Plan; however, this alternative would generate fewer pollutant emissions than the Master Plan because there would be fewer students and employees traveling to and from school.

Noise: The increases in traffic noise under this alternative would be incrementally less than would occur under the proposed Master Plan because there would be fewer students and motorists traveling in motor vehicles to and from school under this alternative.

Population, Employment, and Housing: There would be fewer College employees under this alternative than under proposed Master Plan. However, neither this alternative nor the proposed Master Plan would result in significant increases in population or demand for housing that would result in significant impacts to the environment. Both this alternative and proposed Master Plan would result in the displacement of the business at 10000 Jefferson Boulevard if the second access road is constructed along alignment 1d.

Public Services: This alternative and the proposed Master Plan would result in less than significant increases in demand for police and fire protection services. However, the demand for these services would be less under this alternative than would occur under the proposed Master Plan due to the lower enrollment and employment. Neither alternative would indirectly generate a substantial number of new students attending local schools due to the increase in the number of employees at the College; however, the indirect impacts would be less under this alternative due to the lower number of employees.

Transportation/Traffic: This alternative would result in less traffic than the Master Plan because of the lower number of students and employees in the year 2022. In the year 2022, with enrollment increasing to approximately 18,900 students under the proposed Master Plan, significant impacts would occur at 17 of the 44 study intersections (plus the new intersection of the second access road/Leahy Street and Jefferson Boulevard) prior to mitigation. With implementation of mitigation, the impacts at all but two intersections (plus the new intersection of the second access road/Leahy Street and Jefferson Boulevard) can be mitigated to a less than significant level. With an enrollment of 15,501 students and fewer employees than are projected under the proposed Master Plan, this alternative would result in fewer intersections that would experience significant impacts in the year 2022.

Public Utilities: The increases in utility consumption or generation would be slightly less than those that could occur under the Master Plan though neither alternative would result in unavoidable significant adverse impacts on utilities or service providers. Development under this alternative and the proposed Master Plan would follow green, energy efficient, sustainable design guidelines as set forth in the Leadership in Energy & Environmental Design Guidelines. Following such practices would reduce the amount of electricity consumed by the College.

d. Alternative 4 – Second Access Road Alignment Options

These alternatives would all be similar to the Master Plan in that they would all include the new and renovated facilities and other improvements proposed under the Master Plan. They differ from the Master Plan only in regards to the alignment for the second access road.

Alignment 1a

This alignment would differ from the access road alignment 1b proposed under the Master Plan in that a portion of this alignment would be located adjacent to the northern boundary of Raintree Townhouse Association property. Impacts would be similar to those that could occur under the proposed Master Plan alignment 1b with the exception of the following areas.

Aesthetics/Visual Resources: Due to the proximity of the road to residences to the south, some additional visual impacts could occur. However, given that views from these residences looking towards the parcel to the north and the location of the proposed roadway are screened by existing vegetation, the impact would be minor.

Land Use: By locating the alignment to the south of the Westway Development property, this alternative may be able to better accommodate the future development project planned for the property, as currently proposed. However, potential conflicts with the proposed development could still exist. Additionally, the roadway could result in additional impacts on residences immediately to the south (see Noise below).

Noise: This alternative could create additional noise impacts on the residences in the Raintree residential complex immediately south of the proposed alignment. These impacts, if significant, could potentially be mitigated by construction of a noise barrier.

Alignment 1c

This alignment would continue farther north before turning west, south, and then west again to connect to Jefferson Boulevard. As a consequence, this alignment takes a more circuitous route and is longer in length than the alignment 1b but similar in length to alignment 1d. Consequently impacts would be similar to those proposed under the Master Plan with alignment 1d with the exception of displacement of the business at 10000 Jefferson Boulevard. This alignment would not require the acquisition of that business.

Alignment 2a

This alignment would be approximately 0.9 mile in length and would connect the campus with La Cienega Boulevard to the northeast in a more direct route than alignment 2b. Given the length of the alignment and the engineering challenges posed by the topography and geology of the area, this alignment would be substantially more expensive to construct than the Jefferson Boulevard alignments. A preliminary estimate indicates the cost of the roadway would be over \$28 million. Alignment 2a would also result in potentially greater or more severe impacts, in a number of areas, than the proposed Master Plan alignment. However, this alignment could have a more beneficial effect on traffic than the Jefferson Boulevard alignments. These potential impacts are discussed below.

Aesthetics/Visual Resources: This alignment would cross the Baldwin Hills Oil Fields. Although much of the land has been disturbed by oil extraction activities over the years, it contains coastal sage scrub habitat and remnants of riparian and grassland habitat. Construction

of the roadway would require removal of vegetation and changes to the topography as a result of slope grading. The visual impacts of constructing the roadway in one of the largest remaining expanse of open space left in urbanized sections of the Los Angeles Basin are potentially significant and greater than visual impacts of constructing the Jefferson Road alignments, which would be located in a more disturbed setting.

Air Quality: Because this alignment is more than twice as long as the preferred Jefferson Boulevard alignment, it would take longer to construct and consequently it could result in substantially greater construction air quality impacts than the preferred Jefferson alignment. It may have slightly less of an operational air quality impact, however, since it would be more effective in reducing congestion than the Jefferson Boulevard alignment (see Traffic/Transportation below).

Biological Resources: As described above, the alignment would cross the Baldwin Hills, which contains coastal sage scrub habitat and remnants of riparian and grassland habitat. Although much of the Baldwin Hills is considered degraded or fragmented due to oil extraction activities that have occurred over a number of years, this area of open space is still a vital native habitat island to a number of native animal species in the Los Angeles Basin. Consequently, construction of a new access road along this alignment has could result in substantially greater biological impacts than the preferred Jefferson Boulevard alignment. There is a greater likelihood that this alignment would result in direct and indirect impacts on special-status plant and animal species than the proposed Master Plan alignment.

Cultural Resources: The location and length of this alignment, and the amount of grading that is likely to be required, substantially increases the probability, compared to the Master Plan Jefferson Boulevard alignment, that archaeological and paleontological resources would be encountered and disturbed, a potentially significant impact.

Geology/Soils/Seismicity: Because of the length of this alignment, the topographical challenges posed by this alternative, and substantial grading that would be required, soil erosion impacts would be substantially greater than would occur under the Master Plan alignment. This alignment would also cross designated landslide hazard areas.

Hazardous Materials: Because this alignment would cross an area that is currently and has historically been used for oil extraction activities, the hazardous materials generated by those activities that could be exposed during construction could pose a significant hazard to construction workers. The probability of encountering hazardous materials is greater than would occur under the Master Plan alignment because of the location and length of alignment 2a.

Hydrology and Water Quality: Due to its longer length, this alternative alignment would create more impervious surfaces and additional runoff than the proposed Master Plan alignment. Potential water quality impacts due to pollutants in surface water runoff from the roadway could be mitigated with implementation of Best Management Practices and design measures. There is a possibility that the alignment could cross natural drainages subject to U.S. Army Corps of Engineers jurisdiction.

Land Use: Construction of a new roadway across the Baldwin Hills could conflict with Baldwin Hills Conservancy’s state legislated mandate to protect, preserve, and enhance this open space area for its recreational and natural resource values, a potentially significant impact.

Mineral Resources: This alignment would cross the Baldwin Hills Oil Fields and consequently it could have a potentially greater impact on active oil extraction activities than the proposed Jefferson Boulevard alignment.

Noise: This alignment would not result in the less than significant noise impacts to residents in the Raintree residential complex west of the campus that would occur under the proposed Master Plan. However, alignment 2a could result in adverse noise impacts if the Baldwin Hills are developed for passive, recreational uses, e.g., hiking trails.

Transportation/Traffic: An analysis of the traffic impacts or benefits of a new access road to La Cienega Boulevard was conducted for this EIR by Kaku Associates. According to the traffic analysis, buildout of the Master Plan with a second access road to La Cienega Boulevard would result in significant impacts at 10 of 44 study intersections in the year 2022. Under the proposed Master Plan including a second access road to Jefferson Boulevard, significant impacts would occur at 17 of 44 study intersections (plus the new intersection of the second access road/Leahy Street and Jefferson Boulevard) in the year 2022. With mitigation, significant impacts would remain at two intersections with an access road to La Cienega scenario and two intersections (plus the new intersection of the second access road/Leahy Street and Jefferson Boulevard) with an access road to Jefferson Boulevard.

Alignment 2b

This alignment would follow a more northerly and westerly route than alignment 2a and consequently would be longer in length, approximately 1.1 miles compared to approximately 0.9 miles for alignment 2a. This alignment, like 2a, would be substantially more expensive to construct than a route to Jefferson Boulevard. The preliminary cost estimate for this alternative is approximately \$18 million. The impacts would be similar to 2a above or slightly greater because of the longer length and would be potentially greater or more severe, in a number of areas, than the impacts that would occur under the proposed Master Plan alignment to Jefferson Boulevard.

4-6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The environmentally superior alternative would be the No-Project/No-Build Alternative because of the absence of significant environmental impacts. However, as discussed above, the No-Project/No-Build Alternative would not fulfill any of the project objectives. Under the No-Project/No-Build Alternative, improvements would be limited and consequently the needs of the College, students, and community would not be met. Facilities that could support anticipated future enrollment levels would not be provided. Landscaping and other improvements, including new structures that would enhance the appearance of the College, would be limited or would not be provided. Other environmental benefits of the proposed Master Plan, including internal

campus pedestrian and vehicular circulation improvements, and decreased energy consumption, would not occur under the No-Project/No-Build Alternative.

Specifically, under the No-Project Alternative, the College's ability to meet the following goals would be constrained.

Goal 1: Create a "State-of-the-Art" physical campus environment that conveys the College's excellence and stability.

Goal 2: Organize and develop land use activities within the campus to strengthen academic, cultural, and social interaction.

Goal 3: Take advantage of the views from the higher locations of the campus.

Goal 4: Create a strong, walkable pedestrian-friendly campus core.

Goal 5: Preserve, enhance, and restore the natural environment.

Goal 6: Strengthen and clarify circulation systems to create a safe, convenient, and accessible environment.

Goal 7: Maintain flexibility in use of spaces and buildings; design for future growth and expansion.

Goal 8: Create a strong sense of place that supports the academic and social life of the College.

Goal 9: Strengthen physical connections and campus activities that serve the surrounding community.

According to the *State CEQA Guidelines*, if the environmentally superior alternative is the No-Project Alternative, the EIR shall identify an environmentally superior alternative among the other alternatives.

Based on the analysis presented above and summarized in Table 4-3, Alternative 2 No-Project/Reasonably Foreseeable Development would be the environmentally superior alternative. However, this Alternative would not include all of the improvement projects under the proposed Master Plan including a new second access road. Since the campus is currently served by only one access road, a second access road is essential to provide adequate fire safety and improve access and egress from the College in the event of an emergency. A second access would also help reduce traffic congestion on city streets in the vicinity of the campus. The lower level of development under this alternative would make it more difficult for the College to accommodate the needs of projected future student population and to fulfill the goals identified above.