

CHAPTER 5 - IMPACT OVERVIEW

5-1 INTRODUCTION

This chapter provides an overview of the proposed project's environmental impacts including unavoidable significant impacts, impacts considered to be less than significant, cumulative impacts, and growth-inducing impacts. Cross-references are made throughout this chapter to other sections in this environmental impact report (EIR) where more detailed discussions of the proposed project's impacts can be found.

5-2 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Section 15126(b) of the *State CEQA Guidelines* requires a description of any significant effects that cannot be avoided if the project is implemented. According to the environmental impacts analysis presented in Chapter 3 of this ~~draft~~-EIR, the unavoidable significant adverse impacts that would occur due to implementation of the proposed project include: air quality, biological resources, and traffic.

5-3 IMPACTS FOUND NOT TO BE SIGNIFICANT

This ~~draft~~-EIR found a number of potentially adverse impacts to be less than significant prior to or after mitigation. These are discussed in Chapter 3 in each of the following categories: visual resources; agricultural resources, historical resources; archaeological resources; paleontological resources; geology/soils/seismicity; hazardous materials; hydrology and water quality; land use and planning; mineral resources; population, employment and housing; noise, public services; and public utilities.

5-4 CUMULATIVE IMPACTS

According to Section 15355 of the *State CEQA Guidelines*, cumulative impacts refer to:

Two or more individual effects which, when considered together are considerable or which compound or increase other environmental effects. 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 that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130(a) of the *State CEQA Guidelines* states that:

An EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable....When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR....An EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact....

The provisions of the *State CEQA Guidelines*, Section 15130(b), subdivisions (b)(1) through (b)(3) list the "necessary elements" that define "an adequate discussion of significant cumulative impacts."

According to Section 15130 (b)(1)(A) of the *State CEQA Guidelines*, a list of past, present, and probable future projects producing related or cumulative impacts may be used as the basis of the cumulative impacts analysis.

In addition, an adequate discussion of significant cumulative impacts includes a summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available, and a reasonable analysis of the cumulative impacts of the relevant projects. Lastly, an EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

Table 5-1 provides a list of related projects that was compiled in accordance with Section 15130 of the *State CEQA Guidelines* and -Figure 5-1 shows the locations of these projects with respect to the proposed project site. This list of related projects in conjunction with existing environmental conditions due to past or recently completed projects formed the basis for the cumulative impacts discussion that follows. Where appropriate, growth projections in adopted local and regional land use plans were also used as the basis for the cumulative impacts discussion.

The following sections describe in detail the cumulative impacts of the proposed West Los Angeles College Facilities Master Plan and other related projects and development. In summary, the proposed Master Plan could contribute to significant cumulative impacts in the following areas: Air Quality, Biological Resources, Public Services (police and fire services), Transportation/Traffic, and Public Utilities. However, it should be noted that the proposed Master Plan's contribution to some of these significant cumulative impacts would be minimal.

Table 5-1: List of Related Projects

| ID | Project Name | Location | Description | Status |
|--------------------|--|---|--|--|
| CULVER CITY | | | | |
| 1 | Washington Boulevard Resurfacing | Between Robertson and National Blvds. and between Overland Ave. and Duquesne Ave. | Removal and replacement of concrete driveways, repaving of street. | Construction to begin May 2004; complete by July 2004. |
| 2 | Symantec Office Development | 800-900 Corporate Pointe (south side of Slauson Ave. between SR 90 and Hannum Ave.). | Construction of four story, 550,000-square-foot (sf) research/development office space and 5-level parking structure on 5-acre site. To be built in 2 or 3 phases. | NOP submitted April 2004; DIER being prepared. |
| 3 | West Washington Blvd. Redevelopment Area | W. Washington Blvd. west of the I-405 to Culver City's western limits at Del Rey/Walnut Aves. | Long-term strategy and framework for a public and private partnership effort to revitalize the 2.3-mile segment of West Washington Boulevard. | Planning stage |
| 4 | Kirk Douglas Theater (Historic Culver Theatre) | 9820 Washington Blvd. | Renovation and re-use of the historic Culver Theater for live performances. | Construction under way; complete by end of 2004. |
| 5 | Stocker Corridor Trail and Bike Path Project | The future connection of this mile-long corridor to the expanding state park, L.A. County's Ingoll Walking Park, and Windsor Elementary School will provide the neighborhoods of Baldwin Hills, View Park, Windsor Hills, Crenshaw, and Leimert Park a much-needed link to the region's largest park and natural amenity. | A mile-long series of parcels that has remained as natural open space through the efforts of community members | Planning stage |
| 6 | Carlson Park Rehabilitation Project | Carlson Park. | Replacement of existing restroom facilities and picnic area roof. | Construction under way. |
| 7 | Tellefson Park Rehabilitation Project | Tellefson Park. | Replacement of existing restroom facilities, construction of new playground and picnic area, reseeding of grass turf, and installation of irrigation. | Construction completed. |

Table 5-1: List of Related Projects

| ID | Project Name | Location | Description | Status |
|-----------|--|---|---|---|
| 8 | Sepulveda Blvd. Redevelopment | Within the limits of Culver City, Sepulveda Blvd. spans 2.8 miles and is bordered by Venice Blvd. to the north and Centinela Ave. to the south. | The Redevelopment Agency has committed \$9 million to formulate and implement a phased strategy geared at revitalizing the boulevard and promoting economic growth. | In workshops with the citizens of the community to further refine the strategies, goals, objectives, and actions to achieve the community's vision. |
| 9 | Culver City Skateboard Park | Culver City Park; 9910 Jefferson Blvd. | Construction of a 12,000-sf concrete bowl-type skateboard park. | Planning FY 04-05; construction FY 05-06. |
| 10 | Culver City Dog Park | Culver City Park; 9910 Jefferson Blvd. | Environmental assessment, remediation and construction and grading of 1-acre dog park. | Construction could begin in 2005. |
| 11 | Culver City Municipal Plunge Locker Room Project | 4117 Overland Ave. | Demolition and construction of new 8,802-sf pool locker room. | Demolition to start in December 2004 or January 2005. |
| 12 | El Marino Park Ceramics Hut | 5301 Berrymen Ave. | Demolition and new construction of a 1,000-sf ceramics facility. | Construction to start summer 2005. |
| 13 | New Office and Retail Building | 4447 Sepulveda Blvd. | Proposal to construct a 9,000-sf office building. | Application pending. |
| 14 | Baldwin Hills Scenic Overlook Project | Heitzler Rd. | The proposed project includes a visitor center with a nourishment area, passive recreation, and parking. | EIR pending. |
| 15 | Office Building | 3505 Hayden Ave. | Construction of a three-story 151,000-sf office building. | Construction not started. |
| 16 | Chevron Gas Station | 5975 Centinela Ave. | Construction of a 3,314-sf service station with convenience store and carwash. | Plan review. |
| 17 | Commercial and Retail Development | 13322 Washington Blvd. | Construction of a 4,257-sf commercial building. | Construction under way. |
| 18 | School Building Expansion | 3430 McManus Ave. | Building expansion, with a net increase of 8,352 sf and 40 additional students. | Construction to start in April 2005. |
| 19 | Chevron Gas Station | 10649 Jefferson Blvd. | Relocation of the carwash facility and construction of a new 2,000-sf convenience store. | Construction under way. |

Table 5-1: List of Related Projects

| ID | Project Name | Location | Description | Status |
|-----------|-----------------------------|----------------------------|--|---|
| 20 | Culver City Commerce Center | 10100 Jefferson Blvd. | Construction of a 242,950-sf office/industrial facility with tandem parking. | Application pending. Entitlements approved with conditions. Building permit pending. |
| 21 | Vehicle Repair Shop | 11304 Culver Blvd. | Proposal to construct a 1,150-sf auto repair shop and used car sales facility. | Extension of entitlement denied. |
| 22 | Retail/Commercial Building | 5530 Sepulveda Blvd. | Construction of a 2,125-sf retail/commercial building. | Construction under way. |
| 23 | Residential Condominiums | 4071–4073 La Fayette Pl. | Proposal to build a four-unit condominium. | Construction completed. |
| 24 | Mixed-Use Development | 8601–8637 Washington Blvd. | Construction of a 25,969-sf two-story office building with eight live/work units, a small studio, and a coffee house. | Construction under way |
| 25 | Westfield Mall Extension | 200 Fox Hills Mall. | Construction of a new 297,786 293,786-sf department store and supporting retail with 472 new parking spaces. | Information not available. |
| 26 | SPE Television Building | 9050 Washington Blvd. | Approved to build an approximately 27,000-sf office building. | Information not available. Under construction. Building permit issued in May 2004. |
| 27 | Ullman Residence | 4070 Madison Ave. | Proposal for an addition of a third unit to an existing two-bedroom duplex. | Application pending. |
| 28 | Residential Development | 4210 Duquesne Ave. | Proposal to demolish two existing single-family homes, adjust the lot line to create a bigger lot, and develop an eight-unit apartment building. | Construction not started. |
| 29 | Welk | 9599 Jefferson Blvd. | Construction complete for a 9,000 40,000-sf office building; pending tenancy. | Construction complete; pending tenancy. |

Table 5-1: List of Related Projects

| ID | Project Name | Location | Description | Status |
|----|--|--------------------------|---|--|
| 30 | Grand View Palms | 4061 Grandview Blvd. | Construction of a single-family dwelling unit. 62,737-sf elderly care facility (70 units). | Information not available. Building permits issued. Site grading under way. |
| 31 | Culver City Muffler Shop | 11333 Washington Blvd. | Construction of a new 2,500-sf car repair facility. | Application pending. |
| 32 | North Outfall Replacement Sewer Air Treatment Facility | 9950 Jefferson Boulevard | Proposal for construction of an air treatment facility at the intersection of North Outfall Replacement Sewer and East Central Interceptor Sewer. | Negative Declaration prepared in January 2004. Project approved by City Council. Final design stage. |
| 33 | Residential Development/Private School Development | 5250 Sepulveda Blvd. | Construction of 57 single-family dwelling units and a 38,500-sf private school building. | Information not available. Construction completed 2002. |
| 34 | Office and Retail | 700 –701 Corporate Point | 240,612 sq. ft of office building and 4,242 sq. ft of ancillary retail space. | Information not available. Information not available. |
| 35 | Jeffrey Palmer Property Office/Industrial Condos | 3525 Eastham Drive | 29,986 sq. ft. commercial condos | Entitlement pending |
| 36 | Wind Swept Parcel Map/Single Family | 4227 Ince Blvd. | Construction of four residential units. | No formal application |
| 37 | Baldwin Hills Regional Park Master Plan Project | Stocker Street | Development of a 38-acre park. | Long term; currently an oil-producing field. |
| 38 | Culver City Transfer Station | 9255 Jefferson Blvd. | Proposal to increase throughput from 500 trips per day (tpd) to 1,056 tpd. | Construction not started. |
| 39 | Mixed-Use Development | 11511 Washington Blvd. | Proposed construction of a 6,411-sf mixed-use project consisting of three retail spaces and three apartment units on the second floor | Design phase. |
| 40 | Residential Condominiums | 3915 Bentley Ave. | Construction of a four-unit condominium. | Construction not started. |
| 41 | Max Leather AUP | 8533 Washington Blvd. | Construction of a clothing manufacturer facility. | Construction not started. |
| 42 | Apartment Building | 3863 Bentley Ave. | Construction of a new three-unit apartment building. | Construction under way. |
| 43 | Child Development Center | 3843 College Ave. | Construction of a Sunshine Daydream Development Center for 30 children. | Construction under way. |

Table 5-1: List of Related Projects

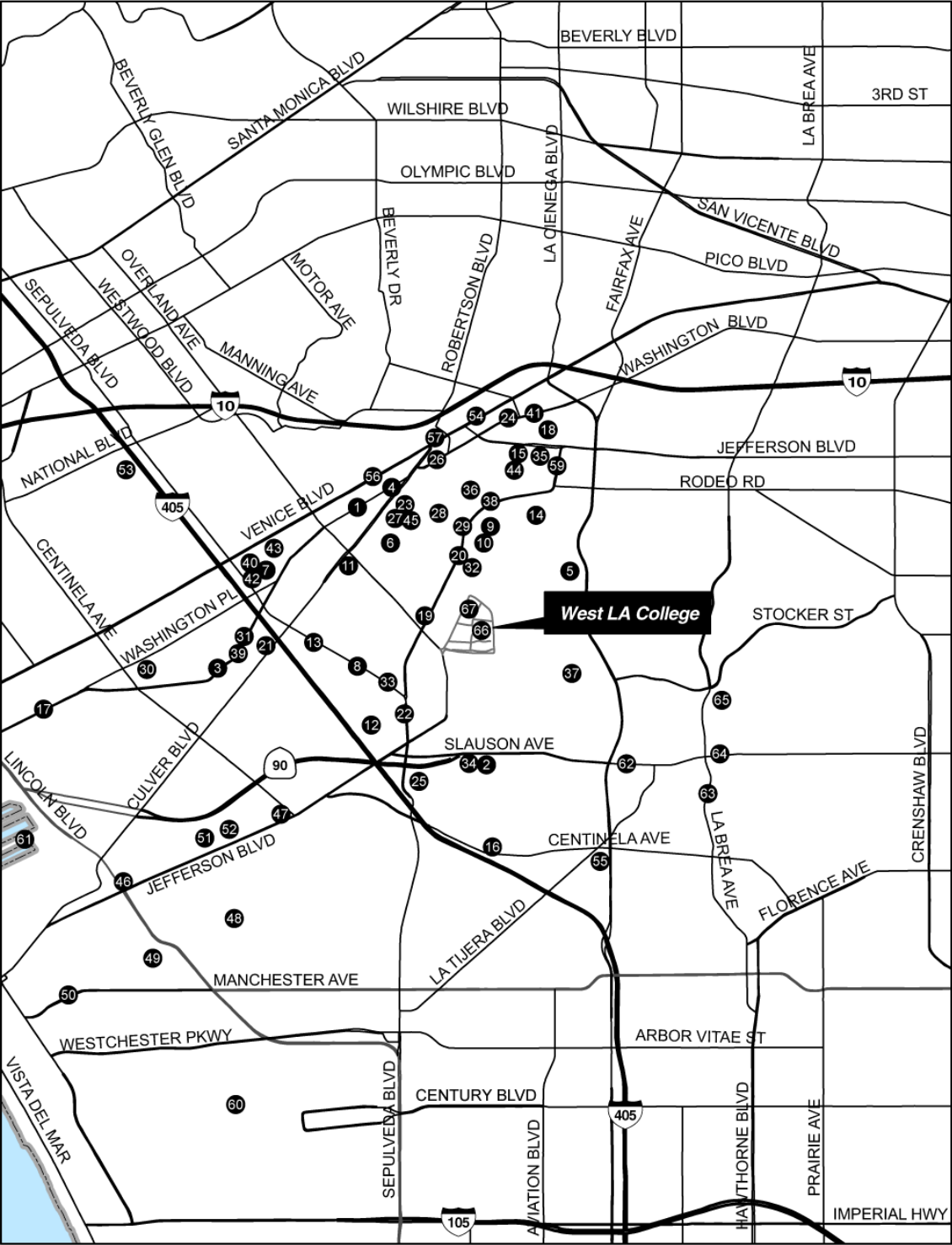
| ID | Project Name | Location | Description | Status |
|----------------------------|---|----------------------|---|----------------------------|
| 44 | Hayden Tower | 3585 Hayden Ave. | Site plan review | Construction not started. |
| 45 | Residential Condominiums | 4047 Lincoln Ave. | 4-unit condo. | Construction not started. |
| CITY OF LOS ANGELES | | | | |
| 46 | Playa Vista Phase I | Jefferson Blvd. | Construction of a development consisting of 3,246 residential units, 35,000 sf of retail space, 1,129,900 sf of production and staging support uses, and 120,000 sf of community services uses. | Construction under way. |
| 47 | The Village at Playa Vista (Playa Vista Phase II) | Jefferson Blvd. | Construction of a development consisting of 2,600 residential units, 175,000 sf of office space, 150,000 sf of retail space, and 40,000 sf of community services space. | Approval pending. |
| 48 | LMU Day Care Center | 7900 S. Loyola Blvd. | Proposal to operate a day care center. | Information not available. |
| 49 | West Bluff | 7400 W. 80th St. | Construction of 120 single-family dwelling units. | Construction under way. |
| 50 | Apartment Complex | 8000 Manchester Ave. | Construction of 846 apartment units. | Construction under way. |
| 51 | Zone Change and Plan Amendment | 5927 Beethoven St. | Construction of an industrial/light manufacturing building. | Information not available. |
| 52 | Apartment Complex | 5535 Westlawn Ave. | Construction of 310 apartment units. | Information not available. |
| 53 | Apartment Complex | 3101 Sawtelle Blvd. | Construction of 206 apartment units. | Information not available. |
| 54 | Office Building | 8787 Venice Blvd. | Construction of a 45,712-sf office building. | Information not available. |
| 55 | Senior Housing Complex | 5227 Knowlton Ave. | Construction of 187 apartment units. | Information not available. |
| 56 | Apartment Complex | 10001 Venice Blvd. | Construction of 118 apartment units with 208 parking spaces. | Information not available. |
| 57 | Shopping Center | 8985 Venice Blvd. | Construction of a 132,802-sf shopping center. | Information not available. |

Table 5-1: List of Related Projects

| ID | Project Name | Location | Description | Status |
|------------------------------|--|---------------------------|---|--|
| 58 | Office Building | 8787 Venice Blvd. | Construction of a new 45,742-sf office building. | Information not available. |
| 59 | MTA Division 6—West Los Angeles Transit Center | Jefferson Blvd. | Proposed construction of a transportation center for operations and maintenance of 175 MTA buses and associated administrative staff. | Construction not started. |
| 60 | LAX Master Plan Alternative D | LAX and environs | Capacity Improvements for 78 million annual passengers in 2015. | In Environmental Review stage. |
| COUNTY OF LOS ANGELES | | | | |
| 61 | Marina Del Rey Development | Marina Del Rey, CA. | Proposal for incorporation of Marina Del Rey area into local coastal plan. | Information not available. |
| 62 | Magic Johnson Fitness Center | 5045 Slauson Ave. | Proposed construction of a three-story fitness center. | Construction underway. |
| 63 | Residential Development | 6200-6220 S. La Brea Ave. | Construction of 16 single-family dwelling units. | Information not available. |
| 64 | Residential Development | 4615 W. Slauson Ave. | Construction of 39 apartment units. | Information not available. |
| 65 | Mixed-Use Development | 5101 Overhill Dr. | Construction of a 1.84-acre office building. | Information not available. |
| 66 | Convenience Store | West Los Angeles College | Construction of 2,000-sf food kiosk. | Construction not started, estimated start in end 2004. |
| 67 | Installation of artificial track and turf | West Los Angeles College | Installation of artificial turf and synthetic track at existing track and field facility. | Construction under way. |

Source: Kaku Associates, Inc., Myra L. Frank/Jones & Stokes, 2004.

-Figure 5-1: Locations of Related Projects



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



5-4.1 Visual Resources

Potential cumulative visual impacts could occur if other projects in combination with the proposed Master Plan development cumulatively contribute to the degradation or deterioration of the visual setting, or damage scenic views or vistas. The study area for the cumulative visual impact analysis would consist of the general area in the immediate vicinity of the campus, including those areas that can be viewed from, or have views of, the campus. In Table 5-1, some 67 related projects (#58 was a duplicate of #54) are listed within approximately a 3-mile radius of West Los Angeles College. A majority of the projects are relatively small in scale and scope and do not have design features that have the potential to result in significant adverse visual impacts. Nor are incrementally cumulative effects to visual resources anticipated from the 15 largest projects, in which it is proposed to construct 100 or more dwelling units, and/or new commercial/industrial development containing of 25,000 square feet of floor area or more. A large proportion of these projects, including those in the Playa Vista, Marina Del Rey, and Westchester communities, are between 2 and 3 miles away, and thus, too distant to be considered part of the visual setting in which the College is located. The two projects within the College are turf installation at the track and field facility and construction of a convenience store in the core area of the College. These are small-scale projects with no visual impacts. In addition, none of the larger-scale projects that are within approximately a mile or more of the College (viz., Culver City Commerce Center, Symantec Office Development in the Corporate Pointe Business Park, and Fox Hills Mall Expansion) are actually part of its visual setting due to intervening topography and development. The two largest of these projects are proposed as part of large, pre-existing regional-scale development in which the new components will be appropriate and visually integrated in terms of height, scale, and architectural design treatment. All have been developed in accordance with approved community design plans and public input in an effort to minimize potential visual impacts.

West Los Angeles College possesses a moderate level of visual quality at present due in large measure to the large number of mature trees that screen views of buildings and roads; the siting of buildings on a series of terraces that afford those on campus good-quality views to the west and northwest; and the mountainous terrain bordering the campus on the northeast, east, and southeast that serves to screen out most views into the campus from offsite locations. The views of the proposed second access road would also be largely screened from surrounding areas. The proposed Master Plan would not change these basic design attributes in any significant way. In addition, operational procedures and policies governing implementation of the proposed project are premised upon avoidance of environmental impacts, good community relations, and enhancing aesthetic quality. As a result, visual impacts are expected to be less than significant. Overall, no significant scenic resources, vistas, or views have been identified in the several community plans that would be cumulatively affected by the related projects. Consequently, the related projects and proposed Master Plan are not expected to result in significant cumulative visual impacts when considered together.

5-4.2 Agricultural Resources

The proposed project would not have an impact on agricultural resources, therefore, it would not contribute to cumulative impacts to agricultural resources.

5-4.3 Air Quality

Air pollutants generated by construction activities and by traffic traveling to and from the College campus may adversely affect sensitive receptors in the immediate vicinity of the pollutant source. Some pollutants may also be transported many miles and contribute to exceedances of state or national standards at monitoring locations in the air basin encompassing the project site. Consequently, the geographic scope of the area affected by potential cumulative air quality impacts would include the immediate project area and the much larger South Coast Air Basin (Basin). The State of California has designated the Basin as being in extreme non-attainment for O₃ and in non-attainment for particulate matter smaller than or equal to 10 microns in diameter (PM₁₀) and CO. EPA has designated the Basin as being in extreme non-attainment for O₃ and in serious non-attainment for PM₁₀ and CO.

Related projects in the area (see Table 5-1) and other cumulative development in the Basin would contribute to cumulatively significant localized and regional construction and operational air quality impacts.

a. Construction

As indicated in Section 3-4, construction of the proposed project would result in emissions of carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), and particulate matter (PM₁₀) that would exceed South Coast Air Quality Management District (SCAQMD) significance thresholds. Because the proposed project would be constructed simultaneously with other related projects, substantial amounts of pollutant emissions could be generated. These emissions could cumulatively contribute to the Basin's poor air quality, a potentially significant impact. Although implementation of the mitigation measures identified in Section 3-4 of this EIR would reduce the project's contribution to cumulative air quality impacts, the impact after mitigation may still be cumulatively considerable and significant for CO, VOC, NO_x, and PM₁₀. Cumulative localized impacts could also affect sensitive receptors in the vicinity if several projects are constructed simultaneously in the same proximate area. The greatest potential for localized cumulative impacts would occur if the second access road were constructed simultaneously with related project #20 (Culver City Commerce Center) and related project number #32 (Air Treatment Facility). The Raintree residential complex to the south could experience potentially significant cumulative air quality impacts if the construction of these projects and the proposed second access road overlap.

b. Operation

Related future development projects that are included in adopted general and regional plans would be included in SCAQMD projections for the region. Individual projects (previously

planned or not) must be evaluated for the need for CEQA analysis, and mitigation measures applied, where appropriate. Further, the AQMP and continuing updates of that plan are required to include air emission reduction strategies for the Basin (such as increased stationary source emissions controls, improved vehicle emission standards, transportation alternatives, etc.). These, in concert with individual project mitigation measures, will help reduce impacts. However, until the South Coast Air Basin as a whole attains all federal and state EPA standards, which is not anticipated to occur until 2010, cumulative air quality impacts are deemed potentially significant.

5-4.4 Biological Resources

The study area for cumulative biological impacts would depend upon the range and habitat of species adversely affected by the proposed project. As discussed in Section 3-5, the proposed project could result in direct and indirect impacts on special-status plant and animal species (i.e., coastal California gnatcatcher and Pacific Pocket mouse) that may be present in the Baldwin Hills. The Baldwin Hills contains coastal sage scrub habitat and remnants of riparian and grassland habitat that may support these species.

All of the project's listed in Table 5-1, with the exception of projects #5, #9, #10, #14, and #37, are located within predominantly developed urban areas, outside the open space areas of the Baldwin Hills, and are thus unlikely to contribute to cumulative impacts to biological resources within the Baldwin Hills. Related project #5 is a mile-long trail and bike path project that would link the local community to the state park. Related projects #9 and #10 consist of improvements to Culver City Park. Related project #14 is a Baldwin Hills scenic overlook project that would include a visitor center with a nourishment area, passive recreational facilities, and parking. Related project #37 is the Master Plan for Baldwin Hills Regional Park. It is unlikely that these projects combined would result in significant cumulative impacts to biological resources in the area and may in fact, help preserve and protect resources in the area.

a. Vegetation

The construction of the proposed second access road to Jefferson Boulevard as part of the proposed Master Plan has the potential to affect special-status plant species due to ground disturbance and construction activities. However, given the significantly disturbed nature of the habitat in that area, the likelihood of occurrence for these special-status plant species is very low. Additionally, mitigation measures outlined in this document reduce the impact of the proposed project on special-status plant species to a less than significant level. Also, as noted above, the proposed related projects are unlikely to result in significant cumulative impacts to special-status plant species. Therefore, the proposed project would not jeopardize the continued existence of any special-status plant species and would not contribute to significant impacts due to the cumulative loss of such plant species.

b. Special-Status Wildlife Species

The construction of the proposed second access road to Jefferson Boulevard has the potential to affect special-status wildlife species directly (i.e., mortality due to construction activities such as earth moving) and indirectly (i.e., “harassment” due to construction noise and traffic noise associated with the second access road and as a result of impacts from the proposed athletic field lights). However, with the exception of traffic noise impacts on nesting birds, mitigation measures outlined in this document would reduce the impact of the proposed project on special-status wildlife species to a less than significant level. Additionally, as noted above, the related projects in the area are unlikely to result in significant impacts to special-status animal species. Therefore, it is not anticipated that the proposed project would jeopardize the continued existence of any special-status wildlife species and would not contribute to the cumulative loss of such wildlife species. Significant cumulative impacts could occur, however, if nest abandonment occurs as a result of noise from other related development in combination with noise from traffic on the second access road.

c. Waters of the US and Wetlands

There are no wetlands within the campus or in the area of the second access alignment; therefore, the proposed project would not contribute to the cumulative loss or alteration of wetlands or streambeds. A small concrete-lined drainage channel borders Freshman Drive to the west. No major changes are proposed to this channel; therefore, the proposed project would not contribute to a significant cumulative impact to waters of the U.S.

5-4.5 Historical Resources

The study area for the historical resource cumulative impacts analysis includes the campus of West Los Angeles College and an area within approximately a 3-mile radius encompassing Culver City, Baldwin Hills, Ladera Heights, and portions of the Del Rey, Inglewood, and Westchester communities.

As stated in Chapter 3, no historic resources have been identified at the College. All buildings are less than 50 years old (i.e., built in 1969 and later), and therefore, per CEQA, are not considered historical resources because they are not resources of exceptional architectural/historical significance. Because no historic resources are present at the College, no adverse impacts to historic resources would occur as a result of the proposed project. Furthermore, of the 67 related projects described in Table 5-1, only two appear to involve historic (or potentially historic) buildings: the Culver City Municipal Plunge Locker Room Renovation/Addition (4117 Overland Avenue), project#11, and the rehabilitation and reuse of the Culver Theater (9820 Washington Boulevard), related project #4, in downtown Culver City. Significant adverse effects to historic resources are not anticipated as a result of either of these two offsite rehabilitation projects. Consequently, the proposed project would not contribute to a significant cumulative impact to historic resources.

5-4.6 Archaeological Resources

Cumulative impacts to archaeological resources are defined by the cultural and ethnographic territory of the prehistoric and historic populations who have occupied the Los Angeles Basin. Related projects in the area, other development in Culver City or the Baldwin Hills or throughout the region, and the proposed project area, could result in cumulative impacts to archaeological resources due to the progressive loss of as yet unrecorded archaeological resources. This loss, without proper mitigation, would be a significant cumulative impact. However, the proposed project includes mitigation that would reduce potential impacts to a less than significant level. Related projects that are likely to affect archaeological resources may also implement similar mitigation measures to adequately recover scientifically important information from the archaeological resource, and thus reduce impacts. Consequently, after mitigation, the proposed project would not contribute to a significant cumulative impact to archaeological resources.

5-4.7 Paleontological Resources

Based upon the results of previous paleontologic and geotechnical studies in the immediate vicinity of the campus, the College is situated upon sediments mapped as Inglewood Formation San Pedro Formation, and Quaternary Alluvium. These Pleistocene sediments have a high potential to contain significant nonrenewable paleontologic resources. Accordingly, the geographic scope of the area affected by potential cumulative paleontological impacts would consist of other areas in the region that are geologically similar to the project site and contain similar fossil resources.

Although many of the related projects and cumulative development would be located in areas that have been previously disturbed due to past development, construction activities associated with some related projects could, nonetheless, contribute to the progressive loss of paleontological resources and result in potentially significant cumulative impacts. The proposed Master Plan could disturb or destroy paleontological resources that may exist on the site, a potentially significant impact. Thus, the combined effects of the proposed and related projects could result in potentially significant cumulative impacts to paleontological resources. However, mitigation measures have been identified (see Section 3-8.3 of this EIR) that would reduce potential project-related impacts to below a level of significance. These measures include monitoring, recovery, treatment, and deposit of fossil remains in a recognized repository. Similar measures may also be implemented for other related projects that have the potential to affect paleontological resources. Consequently, the incremental effects of the proposed project would not contribute to a significant cumulative impact to paleontological resources. Significant cumulative impacts are not anticipated with implementation of the proposed project.

5-4.8 Geology/Soils/Seismicity

Potential cumulative geologic impacts are limited to soil erosion and topographic changes, and exposure of persons or property to geologic/seismic/soil hazards. Consequently the study area for cumulative impacts would vary from the immediate project area for cumulative soil and topographic impacts to the larger geologic or seismic setting in which the project is located,

e.g., the Baldwin Hills, Los Angeles Basin or Southern California region, for cumulative impacts due to geologic/seismic/soil hazards.

Table 5-1 provides a list of related projects that are proposed for development within the general study area encompassing the project site. Related projects that could contribute to localized cumulative soil erosion or topographic changes include projects in the immediate vicinity of the proposed second access road, i.e., projects #20 and #32. Project #20 is an approximately 250,000-sf commercial project located west of Jefferson Boulevard and north of the Raintree residential development. Project #32 is an Air Treatment facility for the North Outfall Relief Sewer. These projects plus the proposed second access road could contribute to potentially significant localized cumulative soil erosion impacts. However, implementation of Best Management Practices in compliance with NPDES permit requirements would reduce soil erosion impacts to a less than significant level. Furthermore, all related projects would require municipal government approvals of grading plans, design, and mitigation. Therefore, the proposed project is not expected to contribute to cumulatively considerable soil erosion impacts. Additionally neither the proposed project nor related projects #20 and #32 are expected to individually or cumulatively result in significant topographic changes to the area in the immediate vicinity of Jefferson Boulevard.

The proposed project and some of the related projects would be subject to the potential geologic, earthquake, and soils hazards outlined for the project site. With respect to subsidence and methane gas, the following related projects, as listed in Table 5-1, overlie, or are immediately adjacent to, the Inglewood oil field: #5 (Stocker Corridor Trail and Bike Path Project), #9 (9910 Jefferson), #10 (9910 Jefferson), #14 (Hetzler Road), #20 (10100 Jefferson), #29 (9599 Jefferson), #37 (Stocker Street), and #38 (9255 Jefferson). Other sites, at much greater distances, are over or adjacent to the Playa del Rey (oil field) Gas Storage Field, which has some potential for methane hazard. Seismic hazards are mitigated, on an individual project basis, through sound engineering and adherence to geotechnical construction/operation standards. Assuming adherence to building and seismic codes and other applicable requirements of local plans, these hazards (if they exist) would be identified, and cumulative impacts would be reduced. The remaining related projects would not be exposed to a greater, or even similar, risk related to methane and subsidence, which is the same as most other areas in Southern California. In addition, related projects would not compound, due to the significant distances involved, the specific effects that could occur on the project site. Therefore, the proposed project would not contribute to significant cumulative geologic/seismic/soil hazards.

5-4.9 Hazardous Materials

Cumulative hazardous materials impacts would occur when a population or resource is exposed to the cumulative adverse effects of hazardous materials released by the proposed project and one or more related projects. The geographic scope of the area affected by potential cumulative hazardous materials impacts would depend on the migration characteristics of the hazardous materials as they are released into the soil, air, or groundwater. Based on the characteristics of

the proposed project, the study area for cumulative hazardous materials analysis would consist of the immediate project area.

Related projects in the immediate vicinity of the project site (i.e., the proposed second access road) that could contribute to cumulative hazardous materials impacts would include the 250,000-sf commercial center west of Jefferson Boulevard (project #20) and the Air Treatment Facility (#32). These projects are located in the immediate vicinity of active oil wells in an area that has been used for oil extraction activities for a number of years. Contaminated soils are known to be present in this area. Related project #20 is participating in the voluntary clean-up program. Recent sampling was conducted at this facility and low levels of petroleum, VOCs, SVOCs were identified in near surface soil. If these projects are constructed simultaneously with the proposed second access road and toxic or hazardous materials exposed during construction become airborne, the health hazards to construction workers or others in the vicinity could be cumulatively considerable. In addition, if toxic or hazardous materials are transported by storm water runoff into local surface waters or groundwater resources, the impacts to the environment could be cumulatively significant. However, the proposed project includes measures to mitigate potential impacts in accordance with applicable laws and regulations. It is expected that the related projects would also comply, during construction, with applicable hazardous materials laws, statutes, and regulations to ensure no adverse impacts would occur. Consequently, construction of the proposed second access road is not expected to contribute to a cumulatively considerable hazardous materials impact.

Sixty-seven projects are included on the cumulative projects list. The closest is located within the campus. The farthest away is located more than 2 miles to the southwest near the intersection of Sepulveda Boulevard and Westchester Parkway. Asbestos may be present in buildings targeted for demolition or renovation including those under the proposed Master Plan. Unless asbestos containing materials are removed prior to demolition, potentially significant cumulative health hazards related to the accidental release of asbestos could occur. However, as with the proposed project, all demolition activity associated with the related projects is assumed to be conducted in full compliance with the requirements of SCAQMD Rule 1403. Consequently, significant cumulative impacts associated with the presence and potential disturbance of asbestos containing materials is not anticipated.

There is a low to moderate possibility that oil field gas (commonly methane) and VOCs have migrated beneath the study area through vapor phase transport. Project compliance with identified mitigation measures would ensure that cumulative impacts would be considered less than significant.

5-4.10 Land Use and Planning

The study area for the land use cumulative impacts analysis consists of the land use planning areas in which the proposed project is located: the County of Los Angeles, the City of Culver City, and the Baldwin Hills Park and Kenneth Hahn State Park areas. Cumulative land use impacts from the proposed project and related development in the area could occur due to

- incompatibility between new development projects and existing sensitive land uses,
- substantial unplanned changes in the long-term pattern of land use, or
- substantial unplanned changes in the rate or amount of development.

The first type of cumulative land use impact could potentially arise as construction activities associated with the proposed project and other related projects create temporary nuisance-like indirect effects such as noise, vibration, air pollutant emissions, traffic congestion, and access disruptions. While these effects are generally not considered to be significantly adverse when limited in scope and duration, the additional disruption to sensitive land uses could be considered cumulatively considerable if multiple construction activities coincide within similar geographic areas and/or periods of time. However, development under the Master Plan, with the exception of the second access road, would occur within the campus boundaries. Existing buildings and the distance separating the core campus, the site of most new construction, from nearby residential neighborhoods would help buffer or reduce nuisance impacts on sensitive residential land use. Mitigation measures have been included in the proposed project to minimize or eliminate construction-related effects.

It is expected that most related projects would be required to comply with adopted land use plans and zoning requirements. It is also anticipated that related projects would generally be consistent with the overall land use policies and goals of the Los Angeles County General Plan or the Culver City General Plan. The proposed Master Plan consists of the development of academic and educational related facilities on an existing College campus. Development of these facilities would not materially conflict with the goals, policies, and objectives of local land use plans. No development by the College would be located on areas that may be used for or become part of the regional park as envisioned by Baldwin Hills Master Plan. Consequently, the proposed project and related development are not expected to result in substantial unplanned changes in the long-term pattern of land use, or substantial unplanned changes in the rate or amount of development. No significant cumulative land use impacts are anticipated with implementation of the Master Plan.

5-4.11 Mineral Resources

Impacts associated with mineral production are considered to be site-specific, and are typically addressed and mitigated on a case-by-case basis. During construction of the second access road, some oil extraction activities may be temporarily disrupted; however, the impacts would be short-term. Other projects in the immediate vicinity are not expected to create cumulatively considerable construction impacts on oil extraction activities. Additionally, no long-term significant cumulative impacts would occur. Production of petroleum resources would continue and access to subterranean resources would be maintained.

5-4.12 Hydrology and Water Quality

a. Surface Waters

Impairment of surface waters is generally a result of pollution from a cumulative discharge from point and non-point sources. Numerous surface waters within the Los Angeles River Watershed are impaired due to the cumulative effects of previously uncontrolled polluted discharge.

The College would implement Best Management Practices (BMPs) that would meet pollutant removal requirements for a permit under the County of Los Angeles Standard Urban Storm Water Management Plan. It is anticipated that these BMPs would not only meet the permit requirements, but would also be effective in meeting the Los Angeles Regional Water Quality Control Board's Total Maximum Daily Load (TMDL) standards for removal of pollutants from storm water discharged to impaired water bodies.

The proposed project would not contribute to a cumulative adverse effect on water quality of local surface waters.

b. Groundwater

As discussed in this EIR, the proposed project would not use any groundwater and would not result in any adverse effects on groundwater resources. Hence, the project would not contribute to any cumulative adverse effects in relation to other related projects in the located in the groundwater basin.

c. Floodplains

The proposed project would not place structures in a designated floodplain. Therefore, the proposed project would not contribute to an adverse cumulative effect on floodplains.

5-4.13 Noise

The traffic noise analysis conducted for the project was based on cumulative traffic conditions predicted to occur in the project area. The project is considered to contribute a significant cumulative noise impact if it would increase traffic noise by more than 1 dB where the city's traffic compatibility standard would be exceeded. The results in Table 3-27 indicate that the project would not increase noise by more than 1 dB along any off-site roadway. The project, however, is predicted to increase traffic noise along Freshman Drive by 2 dB. However, the predicted noise level in 2025 is 65 dB L_{dn} or less. The project is therefore not considered to contribute to a significant cumulative noise impact.

5-4.14 Population, Employment, and Housing

Table 5-1 contains a list of related projects that are planned or are under construction in the area, including several residential and commercial projects. The proposed Master Plan and cumulative development within the project area could increase the population, number of employees, and the demand for housing within the West Los Angeles and Culver City area. Although these increases could be substantial, future growth in the area is anticipated and planned for in various land use plans applicable to the project area, including the Culver City General Plan and the SCAG Regional Comprehensive Plan and Guide.

The related projects propose a total of approximately 1.5 million square feet of retail and commercial space, which could generate approximately 3,000 employees (assuming 1 employee per 500 square feet of space) in addition to the 698 new employees generated by the proposed Master Plan. Also proposed in the related projects list are 7,781 new housing units (93 of which would be in Culver City). Because the area is substantially built out, developed, and populated, significant growth greater than that mentioned above over the next 18 years in the employee and residential populations would be unlikely. Assuming all employees choose to reside in the area surrounding the College and near the cumulative projects, however unlikely, there would be sufficient housing, both new and existing, to accommodate the projected increases. Therefore, no significant cumulative impacts would occur.

The related projects could also potentially result in the acquisition of businesses and the displacement of employees; however, some of the same related projects would provide commercial and retail space (as discussed above), in addition to what already exists, to meet the relocation needs of displaced businesses and employees. Thus, no significant impact would occur as a result of acquisitions and displacements.

5-4.15 Public Services

a. Police Services

Several related projects are planned or are currently under construction in the project area. Police protection for these projects is provided by the LASD, CCPD, or the Los Angeles Police Department. Development of the proposed project in combination with the related projects would potentially have a cumulative adverse impact upon police facilities, equipment, and manpower. However, each related project would be appraised by the reviewing agencies responsible for evaluating project consistency with applicable land use plans. Each project would subsequently be required to mitigate its individual impacts on police services. Provided all applicable codes and policies were followed, and required project specific mitigation is carried out, cumulative impacts upon police services would be reduced to less-than-significant levels.

Intersections that operate at LOS E or F (90 percent of capacity or greater) have the potential to increase the response times for police services in the surrounding areas. Currently, 16 of 44 study intersections in the area operate at LOS of E or F. The traffic analysis (see Section 3-17) has indicated that in the year 2022, 19 of the 44 study intersections would operate at LOS E or F

under cumulative base conditions without the project. With the addition of traffic generated by the proposed Master Plan, 24 of 44 study intersections would operate at LOS E or F prior to mitigation. This increase is the result of 20 years of ambient traffic growth, and the development of related projects and the proposed project. Therefore, the project would contribute to a cumulative significant impact to response times for police services in the area. The proposed project includes measures that would mitigate impacts at all but two intersections: La Cienega SB ramp/Slauson and La Cienega NB ramp/Slauson. Additionally, the proposed project includes a new second access road that would improve emergency vehicle access to the campus. As a consequence, the proposed project's impacts would be reduced to a less than significant level. However, the remaining incremental effect of the project on response times in combination with the effect of other related development is considered to be cumulatively considerable.

b. Fire Protection

Table 5-1 provides a list of related projects that are planned or are under construction in the project area. Fire protection for these projects is provided by the LACoFD, CCFD, or the Los Angeles Fire Department. Development of the proposed project in combination with the related projects would potentially have a cumulative adverse impact upon fire protection facilities, equipment, and manpower. However, each related project would be appraised by the reviewing agencies responsible for evaluating project consistency with applicable land use plans. Each project would subsequently be required to mitigate its individual impacts on fire protection services. Provided all applicable codes and policies were followed, and required project specific mitigation is carried out, cumulative impacts upon fire services would be reduced to less-than-significant levels.

Intersections that operate at LOS E or F (90 percent of capacity or greater) have the potential to increase the response times for police services in the surrounding areas. Currently, 16 of 44 study intersections in the area operate at LOS of E or F. The traffic analysis (see Section 3-17) has indicated that in the year 2022, 19 of the 44 study intersections would operate at LOS E or F under cumulative base conditions without the project. With the addition of traffic generated by the proposed Master Plan, 24 of 44 study intersections would operate at LOS E or F prior to mitigation. This increase is the result of 20 years of ambient traffic growth, and the development of related projects and the proposed project. Therefore, the project would contribute to a cumulative significant impact to response times for fire protection services in the area. However, the proposed project includes measures that would mitigate impacts at all but two intersections: La Cienega SB ramp/Slauson and La Cienega NB ramp/Slauson). Additionally, the proposed project includes a new second access road that would improve emergency vehicle access to the campus. As a consequence, the proposed project's impacts would be reduced to a less than significant level. However, the remaining incremental effect of the project on response times in combination with the effect of other related development is considered to be cumulatively considerable.

c. Schools

The related projects list in Table 5-1 identifies a number of residential and commercial facilities planned for the area surrounding the project. The primary source of increased demand for school facilities would be generated by new residential development. The residential projects on the related

projects list are primarily in the City of Los Angeles and therefore, would affect primarily schools in the LAUSD. As the area grows, new school facilities would be needed. Currently, the LAUSD is implementing the two-phase New Construction Strategic Execution Plan. LAUSD Phase I is in progress and will deliver approximately 78,000 new classroom seats by 2008. LAUSD Phase II is just starting the planning stage and is expected to deliver an additional 35,000 new classroom seats by 2010, as well as 940 early-childhood seats, and expand the number of charter school seats in the district. In addition, all new private-sector development would be required to pay school impact fees to either the LAUSD or CCUSD to help fund construction of additional classroom capacity. Payment of these fees is considered full mitigation under CEQA. Therefore, the proposed project would not contribute to a cumulatively considerable or significant impact on schools.

d. Libraries

The related projects list in Table 5-1 identifies a number of residential and commercial facilities planned for the area surrounding the project. The primary source of increased demand for library facilities would be generated by new residential development. As the area grows, new library facilities may be needed. However, the project would not contribute to any future cumulative impact to library services.

e. Recreational Facilities and Park

The related projects listed in Table 5-1 include various residential and commercial facilities as well as parks and recreational facilities upgrades and expansions planned for the area surrounding the project. In an urban area with limited park space, increases in the residential population are likely to result in greater use and degradation of parks. The proposed project, though it would support an increased student enrollment and staff, would provide expanded recreational facilities, athletic fields, playing courts, and landscaped spaces that would accommodate students and employees at the College as well as members of the community. Consequently, the proposed project would not contribute to a significant cumulative impact to recreational facilities and parks. Rather, it would provide adequate and expanded recreational opportunities to students, staff, and community members. Additionally, the proposed park projects listed in the related projects list, coupled with the proposed master plan project, would have a beneficial cumulative effect on parks and recreational facilities.

5-4.16 Transportation, Traffic, and Parking

The geographic scope of the cumulative traffic impact analysis generally consists of the major streets and highways in the vicinity of the project site. In consultation with the City of Culver City, County of Los Angeles and Los Angeles City, a scope was developed for the traffic study for this EIR that identified 44 study intersections as worthy of analysis (see Section 3-17). Direct project impacts on the street system in the vicinity of the project site were identified in Section 3-17 of this EIR using significance criteria established by City of Culver City, Los Angeles County, and the City of Los Angeles.

The cumulative base traffic projections used for the traffic analyses included two elements: one, the growth in the existing background traffic volumes reflecting the effects of overall regional growth and development both inside and outside the study area; and two, traffic generated by specific cumulative projects located within or near the study area.

The intersection analysis in Section 3-17 of this EIR showed that 19 of the 44 study intersections are projected to operate at LOS E or F under cumulative without project conditions in year 2022. With the addition of project-generated traffic, the number of intersections that would operate at LOS E or F in the year 2022 would increase to 24. Although mitigation measures are proposed to mitigate the proposed project's specific traffic impacts, significant impacts would remain at two intersections. Also, as described in Table 16 of Appendix B, Volume II, of this Final EIR, the intersection of the proposed second access road/Leahy Street with Jefferson Boulevard would operate at LOS E in 2022, which is an unavoidable significant adverse impact. Therefore, the proposed project would contribute to cumulatively considerable traffic impacts.

Regional programs such as the Long Range Transportation Plan (LRTP) prepared by the Los Angeles County Metropolitan Transportation Authority; the Regional Transportation Plan (RTP), and the Regional Transportation Improvement Plan (RTIP) prepared by the Southern California Association of Governments (SCAG); and the Statewide Transportation Improvement Program (STIP) prepared by the California Department of Transportation are all intended to address the cumulative mobility needs of Los Angeles County. The LRTP recommends highway, HOV, bus, rail, and demand management improvements and identifies funding sources and implementation schedules. The RTP forecasts long-term transportation demands for the five-county SCAG region and identifies policies, actions, and funding sources to accommodate these demands, including construction of new transportation facilities, transportation systems management strategies, transportation demand management strategies, and land use strategies. The RTIP and STIP are programming documents listing all of the funded/programmed regional improvements.

Additional measures to address significant cumulative conditions are beyond the ability of any individual project to implement and, as such, the project's incremental impacts on poor cumulative conditions would be considered significant and unavoidable.

5-4.17 Public Utilities

The study area for the public utilities cumulative impacts analysis consists of the area served by regional utility facilities and providers and the immediate project area, which would include local water, sewer, gas, and power conveyance and distribution lines that serve the project site.

a. Water Supply

According to the Southern California Water Company, the campus consumed 67,165 GPD of supply water over the last 3 years. ~~This rate is based on the consumption of 7,376 FTE units. Based on the expected increase in the FTE student unit population from 7,197 to 14,178 and FTE staff unit population from 179 to 813, a total of 14,991 FTE units by 2022, water consumption on campus is expected to double to about 136,418 GPD, an increase of 69,253 GPD.~~ Based on the

expected increase in the FTE student population from 7,197 to 11,512 by fall of 2022, water consumption on campus is expected to increase to 107,062 GPD, or 39,897 GPD more than the existing average consumption. The existing capacity of the Metropolitan Water District water supply system (the system in which Southern California Water Company buys water) in an average rain year is projected to be 2,995,230 GPD, and the total demand is projected to be 2,274,000 GPD with a surplus of 721,230 GPD¹ by 2020. This increase of ~~69,253~~ 39,897 GPD equates to approximately a ~~9.6~~ 5.5 percent use of the Metropolitan Water District surplus by 2020. Individually, the proposed project would not significantly affect water supply. However, the proposed project's use of ~~9.6~~ 5.5 percent of the Metropolitan Water District's surplus, in light of the water supply needs of other related projects, could result in a significant adverse cumulative impact on water supply.

b. Wastewater

Three major City sewer lines run beneath the campus: (1) the North Outfall Sewer, (2) the North Central Outfall Sewer, and (3) the North Outfall Relief Sewer. The College is currently connected to the North Outfall Sewer by a 10-inch main line that runs north-south through the campus. The North Outfall Sewer is a 10.5-foot, semi-elliptical concrete sewer maintained by the City of Los Angeles Bureau of Engineering. It is part of a larger sewage collection system in the City that transports sewage to Hyperion Treatment Plant (HTP).

According to the Los Angeles County Department of Public Works, the North Outfall Sewer (NOS) can currently accommodate 10 million GPD. ~~The projected sewage production increase of 34,460 GPD, by 2022, equates to an approximately 0.34 percent increase in wastewater flow to NOS by 2022.~~ The projected sewage production increase of 19,995 GPD by 2022 equates to approximately 0.20 percent of the wastewater flow capacity of NOS. Wastewater that enters NOS is ultimately treated at HTP, which currently treats 380 million GPD and has a treatment capacity of 680 million GPD. The increase in sewage at College equates to a ~~0.009~~ 0.005 percent increase in wastewater treated at HTP. This modest increase would not substantially exceed the capacity of the existing sewer system or treatment plant and thereby require new or expanded facilities, or result in sewage spills and overflows. Local sewer lines that serve the campus and the HTP are expected to have adequate capacity to accommodate projected cumulative wastewater flows. Therefore, the proposed improvements would not result in a significant cumulative impact to wastewater conveyance or treatment systems.

c. Solid Waste

Cumulative impacts to local landfills could occur from implementation of the Master Plan and from increased residential and employee populations as a result of the related projects and regional growth. The College would generate ~~813.6~~ 639 tons of solid waste per year by year 2022, which is an increase of ~~413.3~~ 239 tons per year over the amount currently generated. Development of the Master Plan would implement waste diversion methods; however, due to diminishing landfill capacity in the region, the proposed project and other cumulative development would have a potentially significant cumulative impact on solid waste facilities.

¹ Source: *Report on Metropolitan's Water Supplies*, March 25, 2003.

d. Energy

Related projects and cumulative development in the areas served by the energy providers could result in substantial increases in energy demand. However, energy suppliers to the campus have and are expected to have adequate supplies to meet demand in the near future. Additionally, it should be noted that the College would implement energy saving measures throughout the campus in accordance with the sustainable design guidelines set forth in the Leadership in Energy & Environmental Design Guidelines (LEEDTM) program. Consequently, the proposed project and other development are not expected to result in significant cumulative energy impacts.

e. Storm Drains

The proposed project could contribute to the cumulative impact of related projects if the proposed project exceeded allowable storm water flow rates from the campus. According to the findings of the hydrological study, the proposed project's allowable 25-year flow rate (Q_{25}) is higher than the allowable Q rate for the existing storm drainage system and requires a total on-site storm water detention of 5,837 cubic feet (cf). To reduce the Q_{25} rate level to an allowable level, the College plans to retain a portion of the storm water on-site by using the proposed new soccer field at the lower terrace as a retention basin. The west and southern portions of the field would be slightly elevated to retain surface flows. In addition, the proposed soccer field would also contain a discharge area that would lead directly to the Los Angeles County Department of Public Works drainage ditch along Freshman Drive and a vegetated swale at the south side of the field to convey surface flows into the storm drainage system. Given that the proposed soccer field is 140,000 square feet with a design depth of 3 feet, the proposed soccer field can retain over 420,000 cf of storm water runoff. The required on-site storm water detention of 5,837 cf is 1.4 percent of the total potential on-site detention (of 420,000 cf). Therefore, the proposed project would not contribute to an adverse cumulative effect on storm drains.

5-5 IRREVERSIBLE ENVIRONMENTAL CHANGES

Construction and operation of individual buildings and facilities proposed under the Master Plan would result in an irreversible commitment of nonrenewable resources, including fossil fuels, water, natural gas, and building materials such as lumber, concrete, and steel (see Section 3-18 for a discussion of public utilities). Use of these resources, however, would not substantially deplete existing supplies. Additionally, such consumption is justified given the anticipated educational, social, and aesthetic benefits of the proposed Master Plan projects. It should also be recognized that the use of any site on the campus would not be irreversible. Buildings and other improvements constructed on the campus could at some time in the future be demolished, altered, or converted to make way for other uses as future generations see fit. Buildings proposed for demolition under the Master Plan are temporary buildings, not identified as a architectural/historical resource. Therefore, their loss would not be a significant irreversible environmental impact.

5-6 GROWTH-INDUCING IMPACTS

According to Section 21100(b)5 of CEQA, “the growth-inducing impact of the proposed project” shall be discussed in the EIR. The *State CEQA Guidelines* (§15126.2[d]) further state that the 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.”

It is anticipated that the proposed Master Plan would induce some growth in the project area. In fall 2003, there were an estimated 10,312 students enrolled at the College and 550 staff members employed at the College. In fall 2022, with implementation of the projects proposed under the Master Plan, it is anticipated that College enrollment would increase by 83 percent to approximately 18,904 students and there would be 1,258 College employees, an increase of approximately 126 percent over the fall 2003 numbers. The increases in the number of students and employees commuting to school would increase the demand for goods and services in the area. Since the campus is located in a developed urban area, it is expected that existing businesses in the area could accommodate a good percentage of this demand; however, the increases in the student population may induce a limited amount of new development. This new development could result in impacts to the environment. However, it should also be noted that it is unlikely that the proposed project would induce development beyond that anticipated in local land use plans. Also, the project is consistent and in conformance with the growth-related policies, goals, or objectives of local and regional plans. Consequently, the proposed project is not expected to result in significant growth-inducing impacts to the environment.