

**Table II-1
SUMMARY OF PROJECT IMPACTS**

Potential Environmental Impact	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
DEIR Section V.A - Aesthetics			
<p>Visual Quality and Scenic Views: The project would introduce new buildings of substantial size, parking structures, athletic facilities, and additional landscaping. The FMP provides Design Guidelines that set a framework for the design of campus buildings and would serve to unify a variety of building designs. The Design Guidelines recommend a palette of natural building materials and colors, as well as incorporation of landscaping and screening elements to enhance the visual character and aesthetic quality of the site. The project as proposed, including incorporation of the Design Guidelines, when viewed within its setting would be consistent with and in scale with the surrounding development. However, the project shall implement certain recommendations of the Guidelines as mitigation measures to insure their incorporation in the overall design of the project.</p>	<p>Less than Significant</p>	<p>AE-1 All rooftop equipment shall be screened. Use of roof top design elements should be integral to the building. Equipment screening such as chain link fences, wood fencing, or mansard style screens are not to be used for rooftops.</p> <p>AE-2 Parking structures shall provide landscaped screening on edges and along exterior walls. Landscape screening can be designed as an integral part of the architectural structure.</p> <p>AE-3 New parking lots shall be landscaped with shade trees. Curbs or bollards should be installed to protect trees.</p> <p>AE-4 New parking lots shall be screened from the streets with shrubs and/or walls. Screen planting of parking lots and structures should be selective in use of shrubs to avoid ones that may totally obscure views of the parking lots from the campus streets thus reducing the potential of security surveillance from patrol cars.</p> <p>AE-5 Screen elements shall be used to block views of new trash areas, mechanical equipment, and metering devices around the building edges. Chain link fencing, barbed wire and razor wire shall not be used. Screening elements can be block or concrete walls, decorative or painted wood fencing, or steel latticework with vegetation.</p>	<p>Less than Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
<p>Visual Quality and Scenic Views - Views from the west and southwest: The proposed Media Arts Complex to be completed in Phase II, would be the tallest structure proposed for the campus. The views from the Baldwin Hills that overlook the campus are of the Los Angeles Basin. None of the clustered buildings on the campus, including the Media Arts Complex, would be of sufficient height to block significant portions of the panoramic views of the Los Angeles Basin from the Baldwin Hills. Rather the buildings would become a part of the continuous urban scene visible from the Hills. Impacts would be less than significant.</p>	<p>Less Than Significant</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>Visual Quality and Scenic Views - Views from South of Stocker Street: Northerly views of the campus from the residences located south of Stocker Street are effectively obstructed by existing campus trees and by differences in terrain elevations. An exception exists for one residence. Several campus facilities are proposed for the southern edge along Stocker Street. A 45 foot parking structure is proposed on Lot 8 in Phase I. During Phase II, a 35 foot high Community Center and Ice Hockey Rink would be located in Lot 7. The parking structure would be effectively screened by the change in elevation and existing mature landscaping. The residence that does have views of the campus would overlook the Community Center and Ice Rink. However, these views are from a significantly higher elevation and are of the Basin as a whole and not of the campus. Visibility would be further screened by proposed landscaping. The project would not result in the creation of significantly adverse impacts to the campus or to views of it as seen from Stocker Street or from the limited number of private residences with potential northerly views.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
<p>Visual Quality and Scenic Views - Views of the campus and Baldwin Hills from Freshman Drive and residences to the west have a high probability of being filtered, screened, or blocked by the intervening trees that border the drainage channel and street. Those locations that do have such views, however, would likely have them blocked by the proposed Phase II bleachers, restroom and physical education building annex. The affected view is not of an identified scenic vista. The loss of distant views of the Baldwin Hills would be adverse but not represent a significant impact. Incorporation of mitigation measures would further reduce this impact. Phase I does not include any structures that would block views from the west.</p>	<p>Less than Significant</p>	<p>Prior to completion of the athletic field bleacher or athletic field restroom elements of the Project, the College shall plant additional landscaping to screen view of the bleachers and the building from Freshman Drive, including the addition of street trees to be planted between the existing street trees to provide a more continuous visual buffer of trees. The landscaping shall also screen the edges and exterior walls/surfaces of the building and bleachers facing Freshman Drive. Landscape screening can be designed as an integral part of the architectural structure, with built-in landscaping boxes and other architectural elements to reduce the visual impact on surrounding views.</p> <p>AE-7 The deciduous streetscape trees proposed for location along Freshman Drive should be replaced by evergreen varieties. Evergreen trees would provide better year-round concealment and visual screening of the football field bleachers and the lighting proposed for the sports fields and tennis courts.</p>	<p>Less than Significant</p>
<p>Visual Quality and Scenic Views - Views of the second access road: All three of the potential routes go through the active oil extraction fields in the Baldwin Hills. The limited public views of these areas that currently exist are of the mechanical drilling equipment, dirt service roads, and barren hills that are representative of such operations. Given the existing unattractive, degraded condition of the hills, the addition of any of the potential second access roads would not represent a significant adverse impact.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
<p>Light and Glare - Buildings: Most of the new buildings proposed for the campus would be located in or near the core area of the campus, east of “B” Street and north of “D” Street. The core area is substantially removed from the residential structures located closest to the campus. The illumination from new buildings would be buffered and screened by mature trees distributed throughout the intervening distances. The location of the largest of the proposed structures toward the eastern edge of the campus, behind existing structures would limit their potential contribution to unwanted spillover lighting. The tallest of the proposed buildings would also be situated close to Sophomore Drive, nearly as far from the residential areas west of Freshman Drive as would be possible. Given the setback distance of new structures and the presence of existing intervening buildings and mature trees, the proposed buildings are not anticipated to contribute significantly adverse amounts of light and glare to the prevailing nighttime illumination of the vicinity.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>
<p>Light and Glare - Parking Areas: Lighting emanating from different parking levels within the proposed parking structures as well as from parking lots to remain, would in some cases be shielded from off-site view by intervening structures and by mature tree landscaping. The Design Guidelines provided in the FMP provide for landscaping and screening. The project parking areas as proposed, including incorporation of the Design Guidelines would not result in a substantial change in light conditions in the vicinity. However, the project shall implement certain recommendations of the Guidelines as mitigation measures to insure their incorporation in the overall design of the project.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
<p>Light and Glare - Athletic Lighting: Phase II of the project proposes athletic field lighting at the football field, tennis courts, and softball and baseball fields. The installation of light standards for night sporting activities has the potential to create significantly adverse changes from existing nighttime lighting conditions at the times when such lighting would be in use.</p>	<p>Potentially Significant</p>	<p>AE-8 Prior to issuance of building permits for the installation of Athletic Field lighting, the applicant shall prepare a detailed lighting plan for the facility, which shall be subject to the review and approval by the County of Los Angeles and should include the following component.</p> <p>Light standards shall be of a height that produces a light distribution at ground level that considers consistency of light levels for security, spill-over effects, and efficiency.</p> <p>AE-9 Athletic field lighting shall operate no later than 10 p.m. weekdays and 11:00 p.m. weekends, to avoid impacts during late evening and sleeping hours.</p>	<p>Significant</p>
<p>DEIR Section V.B Air Quality</p>			
<p>Construction impacts would be potentially significant with regard to NOx emissions, if more than one project occurs at once. Implementation of identified mitigation measures should reduce these impacts substantially from projected levels. However, emissions could remain incrementally above daily thresholds, thus, significant impacts could occur. Short-term construction impacts are identified as significant after mitigation.</p> <p>Operational impacts would be less than significant, in large part due to vehicular emission improvements expected over the 20-year time-frame of the FMP, based upon state and federal regulation.</p> <p>Related future development projects nearby are not anticipated to be on the same schedule as the proposed project, thus construction impacts are not cumulatively significant.</p> <p>Operationally cumulative significant impacts are assumed, however, until the SCAB as a whole attains all federal and state EPA standards, which is not anticipated to occur until 2010.</p>	<p>Significant short-term project construction impacts; significant cumulative operational impacts until 2010.</p>	<p>AQ-1 SCAQMD Rule 403 requires use of at least one dust control measure. An enhanced program incorporating multiple dust control measures is recommended, including:</p> <ul style="list-style-type: none"> • Using adequate water for dust control (preferably using reclaimed water), including either paving, or applying water four times daily to all unpaved parking or staging areas. • Cover, or water twice daily, any on-site stockpiles of crushed cement, debris, dirt or other dusty material. • Operating street sweepers or roadway washing trucks on adjacent roadways to remove dirt dropped by construction vehicles or dried mud carried off by trucks moving dirt or bringing construction materials within one hour of observable spillage or track out. • Covering trucks or wetting down loads of any dirt hauled to or from the project site. <p>Soil disturbance shall be terminated if winds exceed 25 mph.</p>	<p>Significant short-term project construction impacts; significant cumulative operational impacts until 2010.</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
		<p>AQ-2 Construction equipment exhaust will be minimized by:</p> <ul style="list-style-type: none"> • Performing low-NOx emissions tune-ups on on-site equipment operating on-site for more than 60 days. • Trucks and construction equipment shall be turned off if their idle period exceeds five (5) minutes. • Construction vehicles shall be prohibited from idling directly in front of adjacent residences or campus classroom buildings. <p>AQ-3 Off-site impact mitigation will be accomplished by:</p> <ul style="list-style-type: none"> • Requiring on-site contractors to operate a congestion relief program including: <ul style="list-style-type: none"> ❖ Rideshare incentives for construction personnel ❖ Off-street parking for construction contractors ❖ Lane closures limited to non-peak traffic hours ❖ Receipt of construction materials scheduled for non-peak traffic periods where possible • Designing haul routes and construction schedules to reduce impacts to nearby sensitive receptors where possible. 	

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
DEIR Section V.C Biological Resources			
Vegetation - Campus: No native vegetation communities exist on the campus. Almost all of the proposed construction will occur in developed areas devoid of natural habitats. In general, vegetation that may be removed would primarily include horticultural trees and shrubs and would not be considered a significant impact.	Less than Significant	No mitigation required	Less than Significant
Vegetation - Second Access Road: Except for a small area of native coastal sage scrub vegetation occurring along the southern portion of the proposed Route C, the majority of the area where the three routes are proposed do not support native vegetation. This area is predominantly disturbed with greater than 90% of non-native, ruderal vegetation. However, such non-native communities do provide nesting, foraging, roosting, and denning opportunities for many wildlife species. The potential loss or degradation of Coastal sage scrub and non-native vegetation communities, even though potentially minimal, may be significant.	Potentially Significant	<p>BR-1 Prior to initiation of construction activities for any second access route, a qualified biologist will conduct a vegetation survey of the proposed alignment route. If coastal sage scrub habitat is found within the impact zone of the construction footprint, then design changes shall be considered to avoid or minimize impacts to coastal sage scrub.</p> <p>If avoidance to coastal sage scrub habitat is infeasible, then mitigation to offset permanent impacts to coastal sage scrub will be implemented. Revegetation of coastal sage scrub at a suitable on-site or off-site area shall be implemented. Mitigation shall be implemented at a 1:1 or 2:1 ratio, depending upon habitat quality. All aspects of the revegetation shall be coordinated with the USFWS and/or CDFG.</p> <p>BR-2 The boundaries of the final construction area and construction access routes along the final access route alignment (at Baldwin Hills) shall be marked with stakes and flags. No construction activities, vehicular access, equipment storage, stockpiling, or significant human intrusion shall occur outside of this designated construction zone.</p>	Less than Significant

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
		<p>BR-3 The Applicant shall utilize only EPA approved pesticides, herbicides, fertilizers, dust suppressants, or other potentially harmful substances shall be applied within the construction area, in accordance with relevant state and federal regulations.</p>	
<p>Special Status Plant Species - Campus: No individual special-status plant species or habitats to support such species exist on the campus. No impact is expected</p>	<p>No Impact</p>	<p>No mitigation required</p>	<p>No Impact</p>
<p>Special Status Plant Species - Second Access Road: There are a number of federal and state listed plant species and California Native Plant Society Category 1B and 2 species that could potentially occur in the Baldwin Hills. The construction of a second access road would have the potential to destroy such species if present.</p>	<p>Potentially Significant</p>	<p>BR-4 Preconstruction surveys by a qualified botanist shall be conducted for special-status plant species prior to ground-disturbing activities for construction of a second access road. The survey shall be conducted during the appropriate growing season (generally during the flowering period), the first season prior to ground-disturbing activities. Surveys shall follow the protocols identified in "Rare Plants Surveys: Techniques for Impact Assessment", James R. Nelson.</p> <p>If any special-status plants are found within the second access route construction footprint, then if feasible, route alignment changes shall be implemented to avoid impacts and left undisturbed. To ensure this, populations of plants would be protected by installation of an orange plastic fencing around them. No construction activity shall be allowed within these protected areas.</p>	<p>Less than Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
		If avoidance is infeasible, then potential salvaging of topsoil and storage of the seedbank for later spreading at a suitable location off-site or on-site shall be conducted. Or actual relocation of plants at a suitable location off-site by a qualified botanist shall be conducted. These operations shall be coordinated with the appropriate resource agencies, such as the USFWS or CDFG.	
Special Status Wildlife Species - Campus: No individual special status wildlife species or habitats to support such species exist on-site. However, the trees on campus may provide nesting opportunities to bird species listed under the MTBA and CDFG Code at certain times of the year. The removal of active nests of such birds would represent a violation of the MBTA and be considered a significant impact	Potentially Significant	BR-7 In order to avoid violations of the Migratory Bird Treaty Act (MBTA) and Fish and Game Code 3503 due to potential impacts to nesting birds from removal of trees on the campus and along the second access road, an attempt shall be made to limit grubbing and removal of trees during the bird breeding season (generally between March 1 to September 1, and as early as February 1 for raptors). If the bird-breeding season cannot be avoided, then a qualified biologist shall be retained to initiate surveys for nesting birds within the construction zones, 30 days prior to initiation of construction activities and weekly thereafter, with the last survey not more than 3 days prior to the initiation of construction, to minimize the potential for nesting following the survey and prior to construction. If the ornithologist detects any occupied nest or nests of native birds within the construction footprint, then, the area(s) supporting the bird nests shall be flagged off and a minimum buffer of 300 feet and limits of construction shall be provided. This buffer shall be 500 feet for raptors. In addition, the construction crew will be instructed to avoid any activities in this buffer zone, until the bird nests are vacated, per a subsequent survey by a qualified biologist.	Less than Significant

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
<p>Special Status Wildlife Species - Second Access Road: There are number of federal and state listed wildlife species and CDFG Species of Concern and Species of Special Concern that could potentially occur in the area of the second access road. These include burrowing owls, foraging transient raptors, and migratory nesting birds subject to MTBA and CDFG Code. Construction and operation of the second access road could result in mortality or injury and would represent a potentially significant impact.</p>	<p>Potentially Significant</p>	<p>BR-5 A preconstruction survey of burrowing owls and occupied burrows shall be conducted in accordance with guidelines provided in the California Burrowing Owl consortium (1997) prior to any ground disturbing activities for construction of a second access road. If burrowing owls or occupied burrows are found within 500 feet of proposed construction of the access route, then active burrows shall be flagged and impacts avoided, if feasible, through alignment design changes. If avoidance is not feasible, then unoccupied burrows may be collapsed or, individuals may be trapped and relocated to other suitable habitats. These operations shall be coordinated with USFWS and CDFG.</p> <p>BR-6 To offset permanent impacts to grassland raptor foraging habitat in the construction footprint of the second access road, the Applicant shall provide revegetation of a suitable on-site or off-site area. Mitigation shall be implemented at a 1:1 or 2:1 ratio, depending upon habitat quality. The 'revegetated raptor foraging grassland habitat' would be set aside. Only native grass species shall be used in the Revegetation. Enhancement of existing grassland by removal of non-native species may also be evaluated as an option to restoration. The ratio of grassland area to be enhanced will be determined in consultation with USFWS and CDFG. The grassland restoration shall also be coordinated with these agencies. B-7 as defined above.</p>	<p>Less than Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
DEIR Section V.D Cultural Resources			
<p>Archaeological Resources - Campus: The campus has been the subject of previous grading (cut and fill) activities to create the existing building pads. No historic or prehistoric cultural resources were identified in the area and no adverse impacts are anticipated. However, grading activities associated with the construction of the campus facilities has the potential to unearth artifacts. Therefore, although unlikely, the project has the potential to significantly impact such resources.</p>	Potentially Significant	<p>CR-1 An archaeological monitor shall be on call during activities of grading or excavation on the campus site. Should resources be uncovered as a result on campus grading and/or excavation the on-call archaeologist must be notified and work in the find area shall cease until the monitor arrives. The archaeological monitor shall have the authority to halt any activities adversely impacting potentially significant archaeological resources while the find is evaluated in accordance with CEQA criteria for significance.</p>	Less than Significant
<p>Archaeological Resources - Second Access Road: No historic or prehistoric cultural resources were identified in the area and no adverse impacts are anticipated. The potential routes for a second access road have not been subject to previous cut and fill activities and therefore would be more sensitive to the presence of archaeological resources than the campus. Grading activities associated with the construction of the second access road has the potential to uncover artifacts and to significantly impact such resources.</p>	Potentially Significant	<p>CR-2 Archaeological monitoring shall occur while conducting grading or excavation for a second access road. The archaeological monitor shall have the authority to halt any activities adversely impacting potentially significant archaeological resources while the find is evaluated in accordance with CEQA criteria for significance.</p>	Less than Significant
<p>Paleontological Resources - Campus: The campus has been subject to extensive cut and fill activities in creating the existing building pads. Grading and excavation activities during construction on campus would likely be within these disturbed areas. However, given that fossil bearing soils are present at relatively shallow contexts along Ballona Creek and the nearby oil fields, it is possible that grading and excavation activities could unearth a paleontological resources. The destruction of which would be a significant impact.</p>	Potentially Significant	<p>CR-3 A paleontological monitor shall be on call during activities of grading or excavation on the campus site. Should resources be uncovered as a result of on campus grading and/or excavation, the on-call paleontologist must be notified and work in the find area shall cease until the monitor arrives. The paleontological monitor shall have the authority to halt any activities adversely impacting potentially significant paleontological resources and said resources must be recovered, analyzed, and curated with the appropriate repository – in this case, the Natural History Museum of Los Angeles County.</p>	Less than Significant

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
<p>Paleontological Resources - Second Access Road: Fossil bearing soils are present at relatively shallow contexts along Ballona Creek and the nearby oil fields. Given that the potential routes of the second access road are within generally more natural terrain, there is a greater likelihood that grading and excavation activities could unearth a paleontological resources. The destruction of which would be a significant impact.</p>	<p>Potentially Significant</p>	<p>CR-4 Paleontological monitoring shall occur while conducting grading or excavation for a second access road. The paleontological monitor shall have the authority to halt any activities adversely impacting potentially significant paleontological resources and said resources must be recovered, analyzed, and curated with the appropriate repository – in this case, the Natural History Museum of Los Angeles County.</p>	<p>Less than Significant</p>
<p>DEIR Section V.E Geology and Soils</p>			
<p>Campus: The potential for Alquist-Priolo earthquake fault zone fault rupture, soil erosion, lateral spreading, and expansive soil occurring on the campus is low. Impacts are expected to be less than significant.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>
<p>Second Access Road: With regard to the issues of strong groundshaking, liquefaction, lateral spreading, compressible/collapsible soil, and dynamic consolidation, there should be less than significant impacts for the off-site second access roadway.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>
<p>Campus: The presence of soft sedimentary bedrock and nearby active faults subjects the site to the potential for significant impacts due to slope instability, high levels of earthquake groundshaking, liquefaction, earthquake induced landslides, subsidence/uplift, and compressible materials. However, these considerations are rendered less than significant by project compliance with existing regulations. Slope stability, expansive soils, compressible soils and other similar engineering geology and geotechnical hazard considerations are addressed by the grading standards in the California Uniform Building Code, the County Grading Ordinance and by the general requirement for engineering investigation reports.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
<p>The project site could be subject to adverse effects from subsidence and/or uplift due to oil reservoir pressurization issues. While there is no evidence to suggest that this is the case, and the California Geological Survey in their required review of site engineering geology and geotechnical reports are required to address the potential for subsidence, the project shall implement a mitigation measure to make clear the CGS requirements and insure that subsidence impacts are less than significant.</p>	<p>Less than Significant</p>	<p>GEO-1 Proposed new structures shall comply with all design and monitoring techniques (e.g., pile foundations, reinforced mat foundations, settlement/uplift monuments) developed during the CGS review process. At a minimum the applicant shall consult with the CGS in advance to solicit input regarding the investigation tasks. Unless otherwise approved by the CGS investigation tasks shall include:</p> <ol style="list-style-type: none"> 1. Review and analyze DOGGR records (including annual reports) related to the Inglewood (Baldwin Hills) Oil Field with respect to measure subsidence or uplift to determine the magnitude and location of affects. 2. As dictated by the results of this review, existing aerial photographs, geologic maps, and other available imagery of the area (e.g., In SAR and GPS elevations) shall be reveiwed to assess the potential for active subsidence or uplift, and the potential for faults to pass through the project site that could serve as locations for future differential movement. 3. Considering steps 1 and 2, determine the likelihood, location, and magnitude (if any) of future subsidence or uplift affects within the project site. 	<p>Less than Significant</p>
<p>The project site could be subject to adverse effects from migration of methane gas from deep geologic units toward the site due to oil reservoir pressurization issues. While there is no evidence to suggest that this is the case, and the California Geological Survey in their required review of site engineering geology and geotechnical reports are required to address the potential for methane, the project shall implement a mitigation measure to make clear the CGS requirements and insure that methane impacts are less than significant.</p>	<p>Less than Significant</p>	<p>GEO-2 Proposed new structures shall comply with all methane hazard design and monitoring techniques developed during the CGS review process. At a minimum the applicant shall consult with the CGS in advance to solicit input regarding the investigation tasks. Unless otherwise approved by the CGS investigation tasks shall include:</p>	<p>Less than Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
		<p>1. Review and analyze DOGGR records related to the Inglewood Oil Field with respect to measured methane gas releases in the vicinity of the field, and determine the magnitude and location of these releases (if any).</p> <p>2. Review other existing reports on this subject that may have been conducted for other projects (e.g., Culver City, City of Los Angeles, County of Los Angeles) in the vicinity to assess the potential for active methane gas release from conduits such as faults, fracture zones, previously abandoned wells, undocumented wells or dry holes.</p> <p>3. Considering steps 1 and 2, determine the likelihood, location, and magnitude (if any) of future methane gas releases within the project site.</p> <p>4. If sufficient evidence is developed to suggest methane gas potential within the project site, a site specific methane gas study shall be performed by a DSA/CGS-approved consultant at the project site to characterize the levels of methane and other volatile gases that may be present at the site and to evaluate the level of impact that hazardous gases might have on the proposed project.</p>	Less than Significant

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
<p>Second Access Road: The selected second access road would require a thorough engineering geology and geotechnical evaluation, which is required based on compliance with existing County laws, regulations, codes, and statutes applicable to the geology, soils, and seismicity. While existing law mandates this analysis, the project will implement a mitigation to make clear the County's requirements.</p>	<p>Less than Significant</p>	<p>GEO-3 Prior to the completion of final plans and specifications, the Applicant shall provide a geotechnical investigation program report describing the engineering geology and geotechnical stability conditions for critical natural and artificial slopes, and road foundations, to be created by the development process for the selected second access road route. The report shall provide recommendations for the proper support of all slopes and roadbed conditions. The report shall contain a description of engineering geology and soils engineering conditions present, and shall provide specific tests, analyses and recommendations for necessary soils engineering parameters. In all cases, methods, techniques, and analyses shall be consistent with the planning, building, and safety guidelines established by the Los Angeles County Department of Public Works. This report shall be submitted to the Los Angeles County Department of Public Works for review, comment, and approval that shall be completed in a reasonable period of time.</p>	<p>Less than Significant</p>
<p>DEIR Section V.F Hazards and Hazardous Materials</p>			
<p><i>Construction Impacts:</i> In the existing condition, hazardous materials and waste located on the project site appear to be properly stored. The existing presence of hazardous materials on the Project site does not create a significant hazard to the public or the environment. Implementation of the proposed Master Plan would result in the removal of Buildings B-8, B9, and B-10 (Phase 1), the Boiler Plant (Phase II), and Plant Facilities 2 (Phase II). Hazardous materials and chemicals are known to be stored in these buildings. Although surveys have been conducted in the past, asbestos containing materials and lead-based paint could potentially be present in these buildings.</p>	<p>Potentially Significant</p>	<p>HHM-1 Prior to renovation or demolition activities, all related asbestos survey and abatement documents should be reviewed, and if necessary, complete asbestos and lead-paint surveys should be performed. All ACMs and LBPs must be removed in accordance with all applicable local, State and Federal regulations.</p> <p>HHM-2 Hazardous materials generated, as a result of routine maintenance and operation of equipment shall be disposed of in accordance with legal disposal procedures.</p>	<p>Less than Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
		HHM-5 If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented.	
<p><i>Operational Impacts</i></p> <p>During the operational phase, the proposed project would not involve the use of significant quantities of hazardous materials or emissions above and beyond the current uses that could result in a reasonably foreseeable upset or accident. As with the existing uses, operation of the proposed project would continue to involve the use, disposal and transport of small quantities of hazardous materials and emissions from routine maintenance and operation of various types of equipment and facilities currently on-site.</p>	Less than Significant	HHM-3 All on-site clarifiers should be inspected on a yearly basis or when solids are pumped, (whichever is more frequent) for cracks. All clarifiers shall be cleaned and re-sealed if there is visual evidence of cracks or degradation of the interior concrete lining.	Less than Significant
Operation of the proposed Phase II ice rink would require the use of refrigerants to create the ice surface. Depending on the system, refrigerants may include ammonia or chlorofluorocarbon (CFC) containing products	Potentially Significant	HHM-2 Hazardous materials generated, as a result of routine maintenance and operation of equipment shall be disposed of in accordance with legal disposal procedures.	Less than significant
Implementation of the proposed project would be required to be consistent with the existing campus emergency response and evacuation plans and measures. Additionally, Phase II would include the implementation of a second access road to the campus. The additional means of access would improved the accessibility of the campus for emergency response as well as evacuation to the surrounding area.	Less than Significant	No mitigation required.	Less than Significant

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
<p>One exploratory oil well (Vickers 2, #18) was drilled somewhere in the south central portion of the property. In areas located in and around oil wells, methane may exist and could potentially pose a significant risk if it can reach the near-ground surface in sufficient concentrations to cause asphyxiation, or to cause explosion and/or fire.</p>	<p>Potentially Significant</p>	<p>HHM-4 Soil sampling and analysis should be performed beneath all USTs, clarifiers, elevator shafts, and subsurface hydraulic lift structures when on-site demolition or construction activities are planned to impact a particular structure. If development activities are planned on off-site areas within the adjacent oil fields, then the areas of development should be researched for oil wells and sumps prior to development. Any of these structures that would be impacted by the proposed development should be properly addressed, which may include soil testing, re-abandonment of oil wells, and perhaps removal of contaminated soil.</p> <p>HHM-6 Prior to the construction of any new habitable building or parking structure, the College shall perform soil gas and organic vapor sampling to screen for methane. The College shall incorporate into the design of the structure any recommendations developed as part of this testing.</p>	<p>Less than Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
DEIR Section V.G Hydrology and Water Quality			
<p>Campus Impacts: The various development activities proposed under Phase I and Phase II on-site are anticipated to result in water quality impacts, during both the construction and operational phases. Construction related impacts occur due to conveyance of pollutants to receiving waters from storm water and include pollutants such as paints, construction debris, oil, grease, cleaning agents, erosion runoff and sedimentation in receiving waters, etc. Operational impacts are those occurring throughout the life of the project and include runoff from various impermeable surfaces such as sidewalks, pavements, rooftops, etc. and can convey excessive runoff that may exceed the capacity of existing storm water conveyance structures. The proposed Phase I and Phase II on-site developments will comply with all applicable construction and operational water quality standards and waste discharge requirements (WDR) permit, which will be obtained from the Los Angeles Regional Water quality Control Board (RWQCB). The project will also adhere to the L.A. County Standard Urban Storm water Mitigation Plan (SUSMP) requirements. The performance criteria for the various Best Management Practices (BMPs) will be based on SUSMP guidelines. A hydrology and water quality report has been prepared for proposed development onsite (Psomas, 2003b). This hydrology report identifies various BMPs that will be employed and also indicates that the proposed drainage system (with its detention basins) will not result in flows in excess of the Los Angeles County Department of Public Works (LACDPW) allowable rates.</p>	Less than Significant	No mitigation required	Less than Significant
<p>Second Access Road Impacts: The proposed development of a second access route off-site is expected to result in both construction and operational impacts to receiving waters and hydrology, similar to that described in the case of 'on-site proposed developments' under Phase I and Phase II, In the absence of a detailed water quality control plan and hydrological analysis, the proposed construction and operation of the second access route may result in potential significant impacts and alteration to receiving waters and hydrology of the area.</p>	Potentially Significant	HW-1 Hydrology and Water Quality Management Report for Offsite Proposed Second Access Road Alignments. Prior to the completion of final plans and specifications, the Applicant shall prepare a hydrology and water quality investigation program report describing the existing hydrology and drainage, projected peak flows, potential flooding issues, and characteristics of runoff water quality for each proposed roadway alignment.	Less than Significant

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
		<p>HW-2 Coordination of Project Site Water Quality Management Plan (WQMP). The post –construction Water Quality Management Plan (WQMP) prepared for the project site, shall complement the Storm Water Pollution Prevention Plan (SWPPP), which is required as part of the Construction General Permit for the project. As part of the permit acquisition process, copies of both the SWPPP and WQMP shall be provided to the Los Angeles Regional Water Quality Control Board and the LACDPW for their review and finalized before initiation of construction activities.</p>	
DEIR Section V.H Land Use			
<p>The proposed on-campus development would result in an intensification of educational and related uses at an existing college campus. The proposed development is not expected to generate compatibility issues with surrounding uses within the Baldwin Hills Oil Fields to the north and east of the campus and residential uses to the south of the campus. Although there may be lighting and noise impacts CONFIRM on residential uses west of Freshman Drive during Phase II, with the mitigation measure that will restrict the operational hours of athletic facilities along Freshman Drive (see Section V.A), these impacts would not substantially impair the function of residences west of the campus and therefore would not result in significant land use compatibility impact.</p>	Less than Significant	None Required	Less Than Significant
<p>Secondary access road alignments presently under consideration (Alternatives A, B, and C) would not result in significant land use compatibility impacts with surrounding land uses within the Baldwin Hills. However, the construction of a secondary access road through Culver City Park (under Alternative A) may result in significant land use compatibility impacts by adding through-traffic along an existing internal park roadway and by constructing a new road through an area of the park (the Bone Yard) that is not currently used for park purposes but is planned to be converted into useable park space by the City of Culver City.</p>	Potentially Significant	<p>LU-1 Should the College elect Alternative A for the second access route, the College shall coordinate with the City of Culver City to identify potential alignments and/or traffic calming measures that would minimize potential conflict with existing and planned Culver City Park uses.</p>	Potentially Significant

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
The proposed project is generally consistent with the goals and policies of the Los Angeles County General Plan, Culver City General Plan, and the Baldwin Hills Park Master Plan.	No Impact	None Required	No Impact
DEIR Section V.I Mineral Resources			
Aggregate Resources: The campus and potential access route does not contain areas that are currently utilized or likely to be utilized in the future for surface mining of any minerals. Build out of the structures identified Facilities Master Plan would require the use of aggregate resources in construction. Aggregate resources will be used in the manufacture of many of the construction materials used during construction (e.g. concrete and asphalt). Given that the new buildings represent an extremely small portion of all new buildings that are likely to be constructed in the region over the next twenty years the project will not utilize aggregate resources in amounts sufficient to result in the loss of availability of these resources.	Less than Significant	No mitigation required	Less than Significant
Petroleum Resources: Petroleum resources (e.g. gasoline, diesel) will be used to operate construction equipment during the construction of the project; however, not in amounts sufficient to result in the loss of availability of these resources.	Less than Significant	No mitigation required	Less than Significant

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
<p>Petroleum products extraction wells do not occur on the campus, thus on-campus development will not affect the resource. However, to provide a second access to the campus three northerly roadway linkages have been proposed. Where the routes leave the urban designation as mapped on the Beverly Hills USGS Map, i.e., Sophomore Drive, they initially enter oil production lands of the Baldwin Hills. Where they traverse oil fields, the routes tend to follow existing oil production roads. As a formally designated campus access road any of the routes would require widened roadbeds and regulated gradients in the course of their development. A suitably engineered public roadway through the Baldwin Hills oil fields, while possibly requiring production facilities and/or pipeline adjustments to accommodate its course, would not require the cessation of subsurface petroleum products recovery. Although extraction activities may be temporary halted for short durations for the period of construction of the selected road alignment.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>
DEIR Section V.J - Noise			
<p>Construction noise sources are not strictly relatable to a noise standard because they occur only during selected times and the source strength varies sharply with time. The hours from 8:00 a.m. to 7:00 p.m. on weekdays and 9:00 a.m. to 7:00 p.m. on Saturdays, are the times normally allowed for construction activities. Restricting construction activities to the less noise sensitive window from 8:00 a.m. to 7:00 p.m. on weekdays, 9:00 a.m. to 7:00 p.m. on Saturdays, and not at all on Sundays or holidays, will achieve a less-than-significant noise impact.</p> <p>Because of close proximity, construction noise impacts would more likely affect the on-campus learning environment than off-campus residences. Discretionary scheduling of noisiest activities to inter-session or student vacation periods may be required to minimize such possible intrusion. Peak noise periods such as breaking up old building foundations would be sufficiently brief as to be accommodated within minimum on-campus population periods.</p>	<p>Potentially Significant</p>	<p>N-1 All construction and general maintenance activities, except in an emergency, shall be limited to the hours of 7:00 a.m. to 7:00 p.m. and prohibited on Sundays and all legally proclaimed holidays.</p> <p>N-2 Staging areas shall be located away from existing residences.</p> <p>N-3 All construction equipment shall use properly operating mufflers.</p>	<p>TBD</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
<p>The maximum project-related traffic noise impact would occur along Freshman Drive east of the Overland Avenue intersection. The difference between the with project versus no project noise level at 50 feet from the Freshman Drive centerline is +4.3 dB. This is a potentially significant increase for existing homes along Freshman Drive. The usable outdoor areas of nearby residential units, however, are farther than 50 feet from the centerline, and are screened by a perimeter wall. The combination of distance spreading and barrier reduction reduces their exterior noise exposure to less than 65 dB CNEL for build-out conditions.</p> <p>The athletic fields are not frequently used for non-campus, non-athletic assemblies such as concerts, fairs, festivals, scouting jamborees, etc., that would have amplified music or voice. The occasional daytime use of the fields would not likely engender noise nuisance complaints if there was a reasonable annual limit on the number of events. Evening assembly of large numbers of people with loudspeakers could be an issue in terms of possibly violating the community noise ordinance.</p> <p>Non-athletic event noise for on-campus events such as public ceremonies will be accompanied by less boisterous crowd noise. Music performed for any assembly may vary in intensity as a function of any loudspeakers supplementing the public address system. While the distance buffer will partially shield off-site uses, such potential impacts would need to be evaluated on a case-by-case basis prior to granting approval for non-athletic events if such activity has the potential to be audible at any noise-sensitive land uses.</p>	<p>Potentially Significant</p>	<p>N-4 Daytime special community (non-campus) uses of the athletic fields with more than 500 attendees that uses amplified music or voice shall be limited to no more than ten (10) per year.</p> <p>N-5 Special evening non-athletic community events using amplified music or voice on the athletic fields shall monitor noise levels at adjacent homes to verify that noise levels due to the activity do not exceed 50 dBA L₅₀, and 70 dBA L_{max}. Evening community events on the athletic fields shall terminate on or before 10:00 p.m.</p> <p>N-6 Loudspeaker and other public address systems on campus will be located to minimize off-campus audibility. They shall be adjusted to register no more than 70 dB L_{max} at the nearest off-site residences.</p>	<p>TBD</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
DEIR Section V.K-1 Fire Services			
<p>During construction, renovation, and demolition, on-campus fire protection services could be adversely affected due to possible on-campus street closures or restriction of access to those areas of the campus within the work zones. Except for the selected second access road, all construction, renovation, and demolition activities related to build out of the FMP would occur within the campus boundaries. Therefore, fire protection impacts to the adjacent streets and neighborhoods would be limited to increased traffic from construction related vehicle trips. However, the proposed project is required by existing regulations to maintain adequate on-site and off-site access. While compliance with existing regulations would result in a less than significant impact, the project shall incorporate mitigation measures to make clear LACOFD requirements.</p>	<p>Less than Significant</p>	<p>FP-1 Development of the proposed project shall comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and hydrants.</p> <p>FP-2 The proposed project shall be subject to all specific fire and life safety requirements for the construction phase identified by the Los Angeles County Fire Department during building fire plan check.</p>	<p>Less than Significant</p>
<p>The proposed FMP could increase the number of fire emergencies and place additional demands on existing fire protection services. However the increase in fire emergencies and demand for emergency protection services is not expected to be substantial for several reasons. The buildout of the FMP would remove existing structures and facilities that are dated, in disrepair, and may not meet current fire codes. Additional fire hazards would be reduced as existing facilities are renovated and brought into compliance with current fire codes. All new structures would be designed and constructed in compliance with applicable fire codes and specific fire safety measures recommended by the LACOFD. While impacts are not significant, the project will implement mitigation measures to make clear LACOFD requirements.</p>	<p>Less than Significant</p>	<p>FP-1 and FP-2 as defined above.</p> <p>FP-3 Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width, unobstructed, clear to the sky. The roadway shall be extended to within 150 feet of all portions of exterior walls when measured by an unobstructed route around the exterior of the building.</p> <p>FP-4 When a bridge is required to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds.</p>	<p>Less than Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
		<p>FP-5 The maximum allowable grade shall not exceed 15% except where the topography makes it impractical to keep with such grade, and then an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade including topography difficulties shall be no more than 17%. Grade breaks shall not exceed 10% in 10 feet.</p> <p>FP-6 The applicant shall coordinate with the Los Angeles County Fire Department to determine adequate fire flow rates for the project. Fire flows shall be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:</p> <p>No portion of a lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant. Additional hydrants will be required if hydrant spacing exceeds specified distances.</p> <p>FP-7 Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length. All on-site driveways shall provide a minimum unobstructed width of twenty-six feet, clear to the sky. The on-site driveway is to be 150 feet of all portions of the exterior walls of the first story of any building. Driveway width for non-residential developments shall be increased when any of the following conditions will exist:</p>	

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
		<p>Provide twenty-eight feet in width when a building has three or more stories, or is more than thirty-five feet in height above access level. Also, for using fire truck ladders, the centerline of the access roadway shall be located parallel to, and within 30 feet of the exterior wall on one side of the proposed structure.</p> <p>Provide 34 feet in width when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.</p> <p>Provide 42 feet in width when parallel parking is allowed on each side of the access roadway/driveway.</p> <p>“Fire Lanes” are any ingress/egress, roadway/driveway with paving less than 34 feet in width, and will be clear to the sky. All “Fire Lanes” will be depicted on the final map.</p> <p>For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating “NO PARKING – FIRE LANE” in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.</p> <p>FP-8 All access devices and gates shall meet the following requirements:</p> <p>Any single gate opening used for ingress and egress shall be a minimum of 26 feet in width, clear to the sky.</p>	

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
		<p>Any divided gate opening (when each gate is used for a single direction of travel – i.e., ingress or egress) shall be a minimum width of 20 feet clear to the sky.</p> <p>Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device.</p> <p>All limited access devices shall be of a type approved by the Fire Department.</p> <p>Gate plans shall be submitted to the Fire Department prior to installation. These plans shall show all locations, widths, and details of the proposed gates.</p> <p>FP-9 All proposals for traffic calming measures (speed humps/bumps, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to implementation.</p>	
<p>Intersections that operate at a level of service (LOS) E or F (90 percent of capacity or greater) have the potential to increase the response times for the LACOFD to the campus and surrounding areas. Currently there are 17 intersections in the area already operating at a LOS of E or F. The traffic analysis indicates the number of intersections operation at LOS E or F could increase to 28 by the year 2022. This increase is the result of twenty years of ambient traffic growth, the development of related projects and the proposed project. Therefore, the project would contribute to a cumulative significant impact to response times for fire services in the area.</p>	<p>Potentially Significant</p>	<p>The traffic study performed an analysis to identify the types of roadway improvements that would be required to mitigate project traffic impacts. While the analysis identifies such improvements, it is unlikely that the necessary improvements are feasible due to right-of-way constraints and the magnitude of the construction and land acquisition costs associated with the improvements. The acquisition of right-of-way would likely require demolition of structures, either residential or commercial depending upon the specific intersection location. Furthermore, in a few cases, relocation of major utilities such as overhead electric transmission lines would be necessary.</p>	<p>Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
DEIR Section V.K.2 - Police Services			
<p>Except for the selected second access road, all construction, renovation, and demolition activities related to build out of the FMP would occur within the campus boundaries. Therefore, police protection impacts to the adjacent streets and neighborhoods would be limited to increased traffic from construction related vehicle trips. This potential traffic increase due to construction vehicles would be temporary and intermittent. The project would be required to secure the necessary street encroachment/opening permits. Additionally, implementation of mitigation measures, would reduce impacts to less than significant levels.</p>	<p>Potentially Significant</p>	<p>PS-1 The College will comply with all applicable mitigation measures in section V.M, Traffic, in regards to the preparation of a Construction Management Plan.</p> <p>PS-2 The College will obtain construction permits, if and where required by adjoining jurisdictions where the proposed access roads meet public right of ways.</p> <p>PS-3 The College will regularly notify the Los Angeles Sheriff's Department Substation of project construction activities and schedules.</p>	<p>Less than Significant</p>
<p>Based upon existing crime rates future Part I and II incidents combined could increase by 67 while arrests could increase by 14. These represent an additional 1.45 incidents per week. While this impact is not considered to be significant, the project shall implement mitigation measures to further reduce this impact.</p>	<p>Less than Significant</p>	<p>PS -4 Each element of the project shall include security features, such as lighting, signage, etc. Security system designs shall be submitted to Los Angeles Sheriff's Department for review and comment.</p> <p>PS-5 Upon completion of each structure, the College shall provide the Los Angeles County Sheriff's department with a diagram of each building, including access routes, and additional information that might facilitate police response.</p>	<p>Less than Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
<p>Intersections that operate at a level of service (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 there are 17 intersections in the area already operating at a LOS of E or F. The traffic analysis indicates the number of intersections operation at LOS E or F could increase to 28 by the year 2022. This increase is the result of twenty years of ambient traffic growth, 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.</p>	<p>Potentially Significant</p>	<p>The traffic study performed an analysis to identify the types of roadway improvements that would be required to mitigate project traffic impacts. While the analysis identifies such improvements, it is unlikely that the necessary improvements are feasible due to right-of-way constraints and the magnitude of the construction and land acquisition costs associated with the improvements. The acquisition of right-of-way would likely require demolition of structures, either residential or commercial depending upon the specific intersection location. Furthermore, in a few cases, relocation of major utilities such as overhead electric transmission lines would be necessary.</p>	<p>Significant</p>
<p>DEIR Section V.K.3 - Schools</p>			
<p>Typically, school service needs are affected by changes in the size of the local residential population. Therefore, projects that create housing and add residents would have a greater likelihood to increase the demand for public school facilities. With a non-residential project, like the proposed project, student generation can be estimated from indirect sources. Both the Los Angeles Unified School District and the Culver City Unified School District provide open enrollment opportunities at schools that are not otherwise operating at capacity. Because of this, parents have the options of enrolling children at schools in close proximity to their place of employment rather than the school that serves their residential location. Therefore, the proposed project could result in some indirect student generation from new employees working at the College who enroll their children in schools in the vicinity but who otherwise do not live in the area. Since these new students could live anywhere within commuting distance of the College and the above increase is spread out over the next nineteen years, it is unlikely that any one school in the project vicinity would incur a substantial increase in enrollment.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
DEIR V.K.4 - Libraries			
<p>The proposed project is comprised of campus buildings and related improvements such as parking structures and an off-site access road, but includes no residential units. Therefore, according to the County of Los Angeles Public Library, the proposed project will not impact local library services.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>
DEIR Section V.L - Recreation and Parks			
<p>Demand for local recreational facilities is primarily generated by local residents. However, to a lesser extent, daytime population within an area, e.g., workers, students, and visitors, also may use local parks and recreational facilities. The proposed project does not involve the construction of new residential units, but would increase the area's daytime population. The proposed project is not expected to increase the use of local recreational facilities to an extent that would in turn result in significant physical impacts on these facilities, because: the project includes improvements and additions to on-campus recreational facilities designed to serve the projected campus expansion; these facilities will also help to offset the community's demand for recreational facilities, and the proposed project's population is expected to primarily use on-campus facilities.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
<p>DEIR Section V.M - Traffic</p> <p>Increases in enrollment and employment anticipated under the Master Plan would result in increases in traffic. The project results in a significant impact on a varying number of intersections depending on the Phase of the project and the second access road alternative selected. The number of significantly impacted intersections will be eight after Phase I is completed, thirteen after Phase II. In the event that either Access Road A or B is constructed the number of significantly impacted intersections would be twelve. In the event that Access Road C is constructed, the number of significantly impacted intersections would be eleven.</p> <p>Due to the project's location in the urbanized Los Angeles metropolitan region, the project would be expected to contribute traffic to freeways and intersections that are either currently experiencing congestion or would experience congestion under cumulative future conditions. The incremental addition of a small amount of project-generated traffic to locations operating poorly under cumulative conditions would constitute a contribution to significant cumulative impacts at such locations even though the project's addition of trips may not exceed LADOT or CMP threshold criteria. Under project Mitigation Strategy A, the reduction in campus-generated trips due to enhanced TDM measures would help to alleviate the project's contribution to significant cumulative conditions throughout the street and freeway system. 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.</p>	<p>Potentially Significant</p>	<p>The traffic study performed an analysis to identify the types of roadway improvements that would be required to mitigate project traffic impacts. While the analysis identifies such improvements, it is unlikely that the necessary improvements are feasible due to right-of-way constraints and the magnitude of the construction and land acquisition costs associated with the improvements. The acquisition of right-of-way would likely require demolition of structures, either residential or commercial depending upon the specific intersection location. Furthermore, in a few cases, relocation of major utilities such as overhead electric transmission lines would be necessary. The one exception where additional lanes may be feasible is at the intersection of Overland Avenue, Freshman Drive and Carmon Place. At this location, the existing dual left turn lanes from Overland Avenue into the College could be replaced with a triple turn lane to partially mitigation impacts of the project after completion of Phase II. However, this improvement would only be needed if no second access road is provided by the project.</p> <p>Although full mitigation of project impacts is not economically feasible, the College is in dialogue with Culver City to establish a monetary contribution towards improvement of local traffic conditions. However, even with such a contribution, impacts would remain significant.</p>	<p>Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
<p>Construction of the proposed facilities and second access road would result in additional traffic created by construction vehicles, haul trucks, and crews. It is likely that there will be short-term adverse traffic and parking impacts in the area during construction. The project will implement mitigation measures to reduce the potential impact to less than significant levels.</p>	<p>Potentially Significant</p>	<p>T-1 The College shall incorporate safety measures around construction sites to reduce the risk to pedestrians near the work areas. Measures may include access restrictions, covered walkways, and designating alternative pedestrian routes.</p> <p>T-2 Prior to construction of new facilities on-campus the College shall prepare a construction traffic and parking management plan. This plan shall be provided to the City of Culver City for comments. The College shall incorporate such comments to the extent feasible. At a minimum the plan shall include:</p> <ul style="list-style-type: none"> - Identification of the designated haul route to be used by construction trucks. - Provide an estimate of the number of trucks, and anticipated trips. - Identification of traffic control procedures, emergency access provisions, and construction crew parking locations. - Prohibit construction employees commuting to the site from parking off-campus. - Identify the on-campus location for vehicle and equipment staging. - Provide a schedule of construction activities. <p>T-3 Prior to construction of the second access road the College shall prepare a construction traffic and parking management plan. For access roads A, this plan shall be provided to the City of Culver City; for access road B, this plan shall be provided to the Cities of Culver City and Los Angeles; and for access road C, this plan shall be provided to the City of Culver City and County of Los Angeles for comments. The College shall incorporate such comments to the extent feasible. At a minimum the plan shall include:</p>	

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> - Identification of the designated haul route to be used by construction trucks. - Provide an estimate of the number of trucks, and anticipated trips. - Identification of traffic control procedures, emergency access provisions, and construction crew parking locations. - Prohibit construction employees commuting to the site from parking off-campus. - Identify the on-campus location for vehicle and equipment staging. - Provide a schedule of construction activities. 	
<p>Increases in enrollment and employment anticipated under the Master Plan would result in increases in parking demand on-site. The project provides a 1,000 space parking structure in Phase I and a 1,700 space parking structure in Phase II. The supply is projected to meet the anticipated demand.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>
DEIR Section V.N.1 - Wastewater			
<p>The project would increase the amount of sewage generated by the campus. However, there exists adequate facilities to handle this increase. Additionally, a second connection to the sanitary sewer system is recommended by the FMP in order to create two separate systems, which would allow one system to remain functional should the other require maintenance. While impacts are not significant, the project will implement mitigation measure to further reduce wastewater service impacts.</p>	<p>Less than Significant</p>	<p>WW-1 The College shall install water conservation features such as low-flow faucets, low-flow toilets, and occupant sensors to the extent feasible in all new construction.</p>	<p>Less than Significant</p>
DEIR Section V.N.2 - Stormwater			
<p>The project as designed (including the soccer field retention basin in Phase II), would increase the amount of stormwater that could be retained onsite in order to accommodate potential stormwater loadings into the existing storm drain system.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
DEIR Section V.N.3 - Water Supply			
Supply system: The existing water supply system has adequate capacity to meet the needs of future development. However, the FMP recommends that an additional on-campus line connect to the water main in order to create a loop system to provide additional flow and another source of water in case the existing service fails. The project would not require the construction of new off-site infrastructure.	Less than Significant	No mitigation required	Less than Significant
Water supply: The proposed project would increase the demand for water onsite. While impacts are not significant, the project will implement mitigation measures to further reduce water service impacts.	Less than Significant	<p>WS-1 New landscaping shall utilize automatic sprinkler systems for landscape irrigation which shall be adjusted on a seasonal basis to operate during hours where water loss due to evaporation would be minimized.</p> <p>WS-2 Landscaping plans shall be designed for the use of drought-tolerant plants that are appropriate for the on-site soil conditions and reduce or eliminate the need for irrigation requirements to the extent feasible.</p> <p>WS-3 The College shall use lower-volume water faucets and water saving showerheads in all new construction.</p> <p>WS-4 The College shall consider the use of reclaimed water, if available, for irrigation of athletic fields, and landscaped areas to the extent feasible.</p>	Less than Significant

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
DEIR Section V.N.4 - Solid Waste			
<p>The project would increase the generation of solid waste from the site. Based upon existing generation rates and assuming the college maintains at least a 50% landfill diversion rate as required by existing state regulations, the project would increase solid waste disposed of at landfills by approximately 299.29 tons per year. Adequate capacity exists to meet this demand. While impacts are not significant, the project will implement mitigation measures to further reduce impacts.</p>	<p>Less than Significant</p>	<p>SW-1 The College shall implement a plan to salvage and recycle construction and demolition materials to the maximum extent feasible. Documentation of the program shall be included in the College's Annual Report to the County Integrated Waste Management Board.</p> <p>SW-2 The College shall institute on-site recycling/conservation program prior to the operation of the new facilities to reduce the volume of solid waste disposed of in landfills in compliance with the College's adopted Integrated Waste Management Plan. Documentation of the program shall be included in the College's Annual Report to the County Integrated Waste Management Board.</p>	<p>Less than Significant</p>
<p>Increased solid waste generation due to the project, related projects, and general regional growth will increase the demands for local and regional landfill capacity. Increases in solid waste generation and diminishing capacity may result in an exhausted landfill capacity in the region. The project would implement diversion methods (of at least 50%), however, due to diminishing landfill capacity, the project, related projects, and regional growth could have a potentially significant cumulative impact on solid waste facilities.</p>	<p>Potentially Significant</p>	<p>SW-1 and SW-2 as defined above</p>	<p>Potentially Significant</p>

Potential Environmental Impact (Cont.)	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
DEIR Section V.N.5 - Electricity			
<p>The project would increase the amount of electricity used by the campus. However, there exists adequate off-site facilities to generate and deliver this additional electricity. The project would require the construction of on-site delivery infrastructure to provide electricity to the new facilities. The proposed second access road would use electricity for street lights along its length. The system would be designed and installed during the construction of the selected route. The projected electrical loads required of the proposed expansion are within the parameters of projected load growth which the supplier is anticipating for the area. Additionally, the project is incorporating LEED building principals, and is required by LACCD policies to produce a minimum of 10% of the new buildings electrical needs from renewable sources.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>