

**V.K PUBLIC SERVICES**

**V.K.1 FIRE SERVICES**

**Existing Conditions**

Fire protection and paramedic service to the campus is provided by the County of Los Angeles Fire Department (LACOFD). The LACOFD responds to incidents requiring fire protection and emergency medical care with LACOFD personnel and emergency medical technicians. According to the LACOFD, fire protection services would primarily be provided by four fire stations. They are the closest to the Project site and would provide the shortest response time in the event of an emergency. These stations include Fire Station No. 58 located at 5757 South Fairfax Avenue (2.7 miles), Fire Station No. 172 located at 810 Centinela Avenue, Fire Station #38 at 3907 West 54<sup>th</sup> Street, and Fire Station #110 located at 4433 Admiralty Way (**Figure V.K-1**). In addition, Culver City Fire Department under an automatic aid agreement dispatches one truck to an incident in the area requiring ladder company assistance. This ladder truck is dispatched from Culver City Fire Station No. 2 located at 11252 Washington Boulevard. Response times to the campus by the LACOFD are relatively high due to the limited access from a single ingress point at the southwest corner. According to the LACOFD, fire protection serving the area is adequate for existing development and land use.

**Table V.K1-1**

**Los Angeles County Fire Department Station Information**

| <b>Station</b>                           | <b>Distance to Project</b> | <b>Equipment and Staff</b>  |
|--|----------------------------|-----------------------------|
| #58<br>5757 South Fairfax Avenue         | 2.7 miles<br>9.5 minutes   | Engine & Squad<br>Staff – 5 |
| #172<br>810 Centinela Ave                | 3.9 miles<br>13.5 minutes  | Engine & Squad<br>Staff – 5 |
| #38<br>3907 West 54 <sup>th</sup> Street | 4.3 miles<br>14.9 minutes  | Engine<br>Staff - 3         |
| #110<br>4433 Admiralty Way               | 5.5 miles<br>11.6 minutes  | Engine & Truck<br>Staff - 7 |

Source: County of Los Angeles Fire Department Correspondence, May 14, 2003

A 12-inch service lateral provides approximately 3500 GPM at 75 psi to the campus at the point of connection. Unfortunately, the service lateral is connected to the main at the west side of the campus or at the lowest point of elevation. Therefore, as the water main runs east up the hill to service the existing buildings, reduction in pressure is caused by the loss of elevation head. The College has installed several electrical pumps to boost the pressure in the water line to increase the pressure. Also, backup diesel pumps exist for emergency situations where there may be a fire and the system’s pressure must be increased further to accommodate sprinkler systems and fire hydrants. With the use of the pumps the system provides sufficient flow to the existing buildings.

**Figure V.K-1 Fire and Police Stations**

The Kenneth Hahn State Recreation Area, located approximately three-quarters of a mile to the west of the College, is subject to prescribed burning of vegetated areas. The Recreation Area is currently State owned property, but a portion of the Recreation Area is leased to the County of Los Angeles. Various Los Angeles County and other agencies support the California State Parks Division in wildfire and vegetation management for the Recreation Area. However, the State of California, State Parks Division is the lead agency in monitoring, planning, and implementing prescribed burns. Tentatively scheduled burns are subject to their own CEQA review process which is initiated by California State Parks.

Specifically, a California State Parks Resource Ecologist makes a determination of natural resources at a given location which may require a prescribed burn. The California State Parks Fire Manager identifies the treatment of the natural resources for the burn and sets forth a tentative burn schedule (pending weather conditions and vegetation fuel load). This information is outlined in a "Burn Plan" which is submitted to California State Clearinghouse and subject to the CEQA process. Typically, State Clearinghouse approval of the plan will be given a categorical exemption or subject to a Mitigated Negative Declaration. If approved, Clearinghouse issues a CEQA "Project Completion Verification Notice" which permits the Burn Plan to be implemented. Once approved, the Fire Management Coordinator (California State Parks) then establishes an "Incident Accident Plan" which identifies needed resources and incident command structure between California State Parks and other assisting and supporting agencies<sup>1</sup>.

The only reported prescribed burn in the Kenneth Hahn Recreation Area (22 acres) occurred on December 18, 2001<sup>2</sup>. This burn was implemented through a combined effort between California State Parks, Los Angeles County Fire Department, Los Angeles City Fire Department, the National Park Service, and a host of other agencies.

### Thresholds of Significance

The proposed campus expansion would result in significantly adverse impacts if it would:

- Create a substantial need for additional fire services requiring new or substantially augmented fire facilities to maintain acceptable service ratios or response times, the construction of which would cause a substantial adverse physical change in the environment; or
- Substantially diminish the level of fire protection services, thereby posing a significant hazard to public safety and security.

### Project Impacts

The proposed Master Plan includes new construction, renovation and demolition projects. 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 would maintain adequate on-site and off-site access for the LACOFD. Compliance will be confirmed by the LACOFD during the required building fire plan review, prior to construction. Therefore, the proposed Project would not result in a significant impact on fire department access to the proposed site or adjacent properties.

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<sup>1</sup> Telephone conversation, California State Parks Fire and Trails Management Program, June 5, 2003, Frank Padilla, Fire Management Coordinator.

<sup>2</sup> Telephone conversation, Vegetation Management Unit, Forestry Division of the Los Angeles County Fire Department, June 2, 2003, Jay Lopez.

The potential locations of the second access road generally traverse the Inglewood Oil Field through the Baldwin Hills. The majority of each potential route does not travel through inhabited areas. Therefore, the construction of those portions of road would not affect fire protection services in the area. However, the construction of the portion of potential Route A that bisects the Culver City Park and the portion of Route B that is adjacent to the private residences along Hetzler Avenue could adversely affect fire protection services at these locations in the event that street closures and/or restrictions of access are required. Where a street closure is to occur, the College is required to obtain the necessary street closure/encroachment permits as required by the appropriate jurisdiction. The project, with compliance with appropriate street closure/encroachment permit requirements, would result in a less than significant impact to off-site access in regards to construction of a second access road.

The capacity flow analysis of the water main system shows that the existing system has sufficient flow and would be able to accommodate the existing and future buildings. This is based upon the head loss from the source to the highest point on campus to be about 35 psi. With 75 psi available at the meter, the required 20 psi at the fire hydrants should be attainable with the current system. The project will be required to construct additional fire hydrants to meet local Fire Department requirements as needed. While, the existing system would be adequate for future development, the FMP recommends that a new line be constructed parallel to Albert Vera Street to provide another connection to the system. This would create a loop system and provide the existing system with two benefits - additional flow and another source of water in case the existing service fails.

The proposed FMP could increase the number of fire emergencies and place additional demands on existing fire protection services through development of an additional 372,732 total gross square feet of new educational building space after the buildout of Phase II. 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, included below as mitigation measures FP-1 to FP-9. Therefore, operation of the FMP is not anticipated to generate a significant number of on-site emergencies in addition to the existing conditions. No significant impact would occur.

Development of the FMP is intended to satisfy a projected increase of 6,436 to 15,432 full time equivalent students, and 334 to 813 full time equivalent employees over the next twenty years. 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 fire service to the campus and surrounding areas. The traffic analysis (see Section V.M.) has indicated that in the year 2022 that as many as 28 of the 31 studied intersections would operate at LOS E or F with or without the project. Therefore, while, the increase in enrollment and employment would result in increased traffic congestion the impact to initial response times for fire protection services in the area would be less than significant.

Prescribed burns that may be scheduled in the Kenneth Hahn State Recreation Area, are each subject to their own CEQA review. The preparation of Burn Plans and standard operating procedures implemented for each burn including the on-site presence of fire suppression personnel, and fire behavioral specialists would reduce the potential risk of accidental fire, to the College, as a result of controlled burning activities to less than significant levels.

### **Cumulative Impacts**

Twenty-eight projects are included on the cumulative projects list. Fire protection for these projects are provided by either the LACOFD, Culver City Fire Department, or Los Angeles Fire Department. Development of the proposed project in combination with the related projects, would 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 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.

### **Mitigation Measures**

Project design features and code compliance measures recommended by the Los Angeles County Fire Department relative to fire safety are detailed below for clarification and disclosure. These measures (or other measures with equivalent efficacy as approved by the LACOFD) shall be incorporated into the Project design. These measures do not apply to existing development on the site.

- 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.
- 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.
- 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.
- 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.
- 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.
- 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:
  - 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.

**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:

- 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.
- 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.
- Provide 42 feet in width when parallel parking is allowed on each side of the access roadway/driveway.
- “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.
- 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.

**FP-8** All access devices and gates shall meet the following requirements:

- Any single gate opening used for ingress and egress shall be a minimum of 26 feet in width, clear to the sky.
- 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.
- 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.
- All limited access devices shall be of a type approved by the Fire Department.
- 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.

**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.

### **Significant Project Impacts After Mitigation**

Implementation of the mitigation measures into the FMP would reduce on-site fire protection impacts during the construction or operation phases to a less than significant level. Off-site construction impacts to fire protection services would be considered less than significant due to the temporary nature of the activities and compliance with applicable street closure regulations, fire codes and ordinances. The project would contribute to a cumulative significant impact to response times for fire services in the area.

## V.K.2 Police Services

### Existing Conditions

Police protection services for all nine campus of the Los Angeles Community College District are provided by the Community College Bureau (CCB) of the Los Angeles County Sheriff's Department (LASD). The CCB maintains a Sheriff Substation on the West Los Angeles College campus and utilizes a combination of Deputy Sheriffs and armed Sheriff's Security Officers to provide law enforcement and security services.

Currently, the substation is manned at all times. On weekdays, two deputies and two security officers are on duty during the day, and one deputy and two security officers are on duty in the evenings and through the night. On Saturdays, two security officers are on duty for each shift, while on Sundays one security officer is on duty for each shift. The on-campus police use two patrol cars, two Sheriff pick-up trucks, and two golf carts to patrol the college. These vehicles are stored on campus. The campus police staff has all policing authority of the LASD, including the issuance of traffic violation permits, parking permits, etc.

Every entry of the campus, whether vehicular or pedestrian, is currently gated. Monday through Friday, the gates are opened at 5:30 am and close after the completion of the last classes at 10:30 or 11:00 pm. On Saturday, the gates are opened at 5:30 am and closed at 6:00 pm. The gates are locked for the entire day on Sunday. Special access to the campus for use of fields and other facilities is available with a permit obtained in advance from the College. Campus police review the issued permits and provide security and traffic control if necessary using an established risk assessment model.<sup>3</sup>

Some, but not all, of the buildings on campus are equipped with alarm systems such as motion detectors, window alarms and door alarms. The alarm system currently feeds into the on-campus police facility.

In 2001, the WLAC substation reported 64 incidents<sup>4</sup>, of these 37 were considered Part I offenses<sup>5</sup>, 22 were Part II offenses, and 5 were noncriminal. Campus offenses primarily consisted of petty theft (26 incidents). The total number of arrests made for the year was eleven.

Police protection for areas outside of the college are provided by either the Marina del Rey Station of the LASD, for areas within the jurisdiction of the County of Los Angeles, or by the Culver City Police Department, for areas within the Culver City limits. The Marina del Rey Station is located approximately 4.75 miles to the east at 13851 Fiji Way (**Figure V.K-1**). The Culver City Police Station is located approximately 1.75 miles to the northwest at 4040 Duquesne Avenue. The Marina del Rey Station provides additional officers and personnel in the event the college requires additional security services.

### Thresholds of Significance

The following threshold was developed using CEQA Appendix G, concerns raised by the applicable service agency, and general concerns relevant to the issue, the project and the project location.

The proposed campus expansion would result in significantly adverse impacts if it would:

- Create a substantial need for additional police services requiring new or altered police facilities to maintain acceptable service ratios or response times, the construction of which would cause a substantial adverse physical change in the environment; or

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<sup>3</sup> LASD Special Events on Campus / Security Arrangements Bureau Order, January 31, 2001

<sup>4</sup> LASD Crime and Arrest Statistics 2001

<sup>5</sup> Part I offenses are homicide, forcible rape, robbery, aggravated assault, burglary, larceny theft, grand theft auto, and arson.

- Substantially diminishes the level of police protection services, thereby posing a significant hazard to public safety and security.

### **Project Impacts**

The proposed FMP includes new construction, renovation and demolition projects. During construction, renovation, or demolition, on-campus police 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. However, given that potential impacts are temporary, that the LASD has a facility located on-site and that the LASD on-site Substation would be alerted to construction schedules, impacts would not be significant.

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. Implementation of mitigation measure PS-1, requiring the preparation of Construction Management Plan, would reduce impacts to less than significant levels.

The potential locations of the second access road generally traverse the Inglewood Oil Field through the Baldwin Hills. The majority of each potential route does not traverse inhabited areas. Therefore, the construction of those portions of road would not affect police protection services in the area. However, the construction of the portion of potential Route A that bisects the Culver City Park and the portion of Route B that is adjacent to the private residences along Hetzler Avenue could adversely affect police protection services at these locations due to potential street closures and/or restriction of access. Where a street closure is to occur, the College will obtain the necessary street closure/encroachment permits as required by the appropriate jurisdiction. The project, with compliance with appropriate street closure/encroachment permit requirements, would result in a less than significant impact to off-site access in regards to construction of a second access road.

Based upon data obtained from the LASD for WLAC for calendar year 2001; Part I offenses were reported on campus at a rate of 0.0042 per student, Part II offenses at a rate of 0.0025 per student, and arrests at a rate of 0.000136 per student. Assuming the same rates and a projected enrollment of 18,905, these figures would result in 79 Part I incidents, 47 Part II incidents, and 26 arrests. Future Part I and II incidents combined would total 126, an increase of 67 incidents and an increase of 14 arrests per year. Given that there are class sessions 46 weeks of the year, this represents an additional 1.45 incidents per week.

To increase security on the WLAC campus, especially as the College grows, the on-campus police anticipate the need for additional personnel, including officers, deputies and cadets. Additional officers could provide a greater presence on the streets and in the parking structure and lots, additional deputies could address more moving violations to better slow traffic speeds on the campus, and additional cadets could serve as security at key posts such as the bookstore.

The FMP is designed to create more defensible spaces on the campus through both traditional crime prevention strategies and strategies consistent with Crime Prevention Through Environmental Design (CPTED). CPTED principles are based on the premise that the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime, and thus improve quality of life.<sup>6</sup> Design strategies, such as territorial behavior, natural surveillance, activity support, and access control can create a climate of safety and discourage criminal activity by reducing the opportunities for crime to occur.

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<sup>6</sup> Susan Richards. Crime Prevention Through Environmental Design: A Systems Approach to Urban Problem Solving, Churchill International. April 1996

The concept of territorial behavior in planning and design is based on the idea that people protect territory that they feel is their own. The Plan's design guidelines and landscaping framework help to ensure that new buildings on campus will create well-defined community spaces.

The natural surveillance concept calls for designing buildings and open spaces in a way that maximizes the ability of people to see what is going on in those areas. This can help reduce crime, since criminals do not want to be seen. The Plan enhances natural surveillance of the campus in a number of ways. Activity centers are clustered so that a greater number of people are coming and going at any given time. New buildings are required to have doors and windows opening onto public spaces to increase the number of eyes and ears observing those spaces. The landscaping around buildings, along pathways, and in open spaces is designed to enhance natural surveillance.

Another method of promoting natural surveillance is to increase the lighting of public spaces and pathways at night. Presently the campus is very well lit on all streets, parking lots and public paths. The Plan recommends uniform, well-lighted spaces and pathways, with overlapping zones of coverage, to enhance the feeling of safety and make natural surveillance easier to occur after dark.

The FMP also indicates that the parking structures be provided with video camera security systems on each floor linked to the main campus security office.

During Phase I, the campus Sheriff's station will be moved from its existing building near Parking Lot 1 to one of the following temporary buildings, B1, B4, B5, or B6.

Given the anticipated increase in Sheriff's personnel, the modest increase of 1.45 Part I and Part II incidents per week, and design security features of the plan, it is unlikely that additional new or altered police protection facilities would be required or that the project would substantially diminish the level of police protection services. Therefore, impacts would not be significant.

The increase in student and staff population at the college would generate additional traffic and increase congestion and initial response times in the area surrounding the campus. Intersections that operate at a level of service (LOS) E or F have the potential to increase the response times for police protection to the surrounding area. The traffic analysis (see Section V.M.) has indicated that in the year 2022 that as many as 28 of the 31 studied intersections would operate at LOS E or F with or without the project. Therefore, while the increase in enrollment and employment would result in increased traffic congestion the impact to initial response times for police protection services in the area would be less than significant.

### **Cumulative Impacts**

Twenty-eight projects are included on the cumulative projects list. Police protection for these projects are provided by either the LASD, Culver City Police Department, or Los Angeles Police Department (LAPD). Development of the proposed project in combination with the related projects, would 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 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.

### **Mitigation Measures**

The following mitigation measures would reduce potential impacts to police services to

- 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.
- 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.
- PS-3** The College will regularly notify the Los Angeles Sheriff's Department Substation of project construction activities and schedules.
- 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.
- 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.

### **Significant Project Impacts After Mitigation**

Implementation of the mitigation measures into the FMP would reduce on-site police protection impacts during the construction or operation phases to a less than significant level. Off-site construction impacts to police protection services would be considered less than significant due to the temporary nature of the activities and compliance with applicable street closure regulations. The project would contribute to a cumulative significant impact to response times

**V.K.3 SCHOOLS**

**Existing Conditions**

The Los Angeles Unified School District (LAUSD) and Culver City Unified School District (CCUSD) provide public education for grades K-12 in the project area. School service needs are related to the size of the residential population, the geographic area served, and community characteristics. Projects that affect these factors may increase demand for public school facilities.

Local LAUSD public schools serving the area are Braddock Elementary, Playa Del Rey Elementary, Stoner Elementary, Mark Twain Middle School, Marina Del Rey Middle School, and Westchester Senior High School (Figure V.K-1). Braddock Elementary is located at 4711 Inglewood Boulevard. Playa Del Rey Elementary is located at 12221 Juniette Street. Stoner Elementary is located at 11735 Braddock Drive. Mark Twain Middle School is located at 2224 Walgrove Avenue. Marina Del Rey Middle School is located at 12500 Braddock Drive. Westchester Senior High School is located at 7400 W. Manchester Avenue.

Local CCUSD public schools in the vicinity include El Rincon Elementary, Farragut Elementary, El Marino Language School, Linwood E. Howe Elementary, La Ballona Elementary, Culver City Middle School, and Culver City High School. El Rincon Elementary is located at 11177 Overland Avenue. Farragut Elementary is located at 10820 Farragut Drive. El Marino Elementary School is located at 11450 Port Road. Linwood E. Howe Elementary is located at 4100 Irving Place. La Ballona Elementary is located at 10915 Washington Boulevard. Culver City Middle School is located at 4601 Elenda Street. Culver City Senior High School is located at 4401 Elenda Street.

As shown in Table IV.K.3-1 below, Braddock Elementary School has an operational capacity for 713 students in Kindergarten through 5<sup>th</sup> grades. In school year 2001-2002, 618 students were enrolled at this school, resulting in excess capacity of 95 students.

**Table V.K.3-1**  
**Existing Student Enrollment**

| School                                     | Enrollment | Capacity | Distance (miles) |
|--|------------|----------|------------------|
| <b>LOS ANGELES UNIFIED SCHOOL DISTRICT</b> |            |          |                  |
| Westchester Senior High School             | 1,943      | 2,923    | 5.1              |
| Marina Del Rey Middle School               | 1,134      | 1,593    | 2.8              |
| Mark Twain Middle School                   | 1,375      | 1,500    | 4.4              |
| Stoner Elementary                          | 616        | 734      | 2.1              |
| Playa Del Rey Elementary                   | 235        | 311      | 2.2              |
| Braddock Elementary                        | 618        | 713      | 2.4              |
| <b>CULVER CITY UNIFIED SCHOOL DISTRICT</b> |            |          |                  |
| Culver City High School                    | 1,821      | 1,821    | 1                |
| Culver City Middle School                  | 1,521      | 1,521    | 1                |
| El Rincon Elementary                       | 605        | 605      | 0.4              |
| Farragut Elementary                        | 542        | 542      | 0.9              |
| El Marino Elementary School                | 638        | 638      | 1.4              |
| Linwood E. Howe Elementary                 | 521        | 541      | 1.7              |
| La Ballona Elementary                      | 622        | 642      | 1.7              |

Playa Del Rey Elementary School has an operational capacity for 311 students in Kindergarten through 5<sup>th</sup> grades. In school year 2001-2002, 235 students were enrolled at this school, resulting in excess capacity of 76 students.

Stoner Elementary School has an operational capacity for 734 students in Kindergarten through 5<sup>th</sup> grades. In school year 2001-2002, 616 students were enrolled at this school, resulting in excess capacity of 118 students.

La Ballona Elementary School has an operational capacity for 642 students in Kindergarten through 5<sup>th</sup> grades. In school year 2001-2002, 622 students were enrolled at this school, resulting in excess capacity of 20 students.

Linwood E. Howe Elementary School has an operational capacity for 54 students in Kindergarten through 5<sup>th</sup> grades. In school year 2001-2002, 521 students were enrolled at this school, resulting in excess capacity of 20 students.

According to the CCUSD, El Marino Elementary School, Farragut Elementary School, and El Rincon Elementary School have a student enrollment equal to their operational capacity.

Mark Twain Middle School has an operational capacity for 1,500 students in 6<sup>th</sup> through 8th grades. In school year 2001-2002, 1,375 students were enrolled at this school, resulting in excess capacity of 125 students.

Marina Del Rey Middle School has an operational capacity for 1,593 students in 6<sup>th</sup> through 8th grades. In school year 2001-2002, 1,134 students were enrolled at this school, resulting in excess capacity of 459 students.

According to the CCUSD, Culver City Middle School has a student enrollment equal to its operational capacity. In school year 2001-2002, this was 1,521 students.

Westchester Senior High School has an operational capacity for 2,923 students in 6<sup>th</sup> through 8th grades. In school year 2001-2002, 1,943 students were enrolled at this school, resulting in excess capacity of 980 students.

According to the CCUSD, Culver City High School has a student enrollment equal to its operational capacity. In school year 2001-2002, this was 1,821 students.

Currently both the LAUSD and CCUSD allow the intradistrict and interdistrict transfer of students from one school to another through either a state-mandated open enrollment or permit enrollment policy. This enables students to apply to any regular, grade-appropriate public school with designated available seats.

The number of seats available is determined by an annual assessment of every school, based on staff's knowledge of new housing and other demographic trends in the local attendance area. Transfers are issued on a space-available basis only. No student living in a particular school's attendance area will be displaced by a student requesting a transfer.

### **Thresholds of Significance**

The following threshold was developed using CEQA Appendix G, concerns raised by the applicable service agency, and general concerns relevant to the issue, the project and the project location.

The proposed campus expansion would result in significantly adverse impacts if it would:

- Create a substantial need for new or altered school facilities, the construction of which would cause a substantial adverse physical change in the environment; or
- The physical effects of the project substantially affect the health, safety, or education of students at local schools.

## Project Impacts

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 LAUSD and CCUSD 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.

As shown in **Table V.K.3-2**, the college is projected to reach 622 full time equivalent (FTE) employees by the year 2015, and 813 employees by the year 2022. These would represent increases of 288 employees by 2015 and 479 employees by 2022.

**Table V.K.3-2**  
**Future Employee Projection**

| <b>Employees</b>     | <b>2001</b> | <b>2015</b> | <b>2022</b> |
|----------------------|-------------|-------------|-------------|
| Headcount            | 516         | 953         | 1,248       |
| Full Time Equivalent | 334         | 622         | 813         |

The actual number of elementary, middle and high school students that attend schools in the vicinity generated by the proposed Master Plan will vary for the following reasons.

- Some employees will not have school-age children.
- Some employees will not relocate to the area and instead will commute from outlying locations.
- Some employees will live in outlying areas but will choose to enroll their children in local schools through the LAUSD and CCUSD open and/or permit enrollment programs.
- Some employees will choose to send their children to private schools.

Full buildout of the Master Plan would result in 479 new employees over the next nineteen years. LAUSD estimates<sup>7</sup> that each new job would generate demand for 0.489 residential units within the district. Therefore, the new jobs could result in 234 new residences. Based on LAUSD student generation factors<sup>8</sup>, the project could indirectly generate 44 elementary students, 21 middle school students, and 21 high school students. 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. Therefore, the proposed Project would result in a less than significant impact to public schools.

## Cumulative Impacts

The related projects list provided in Chapter IV, Environmental Setting, 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

<sup>7</sup> LAUSD, School Facilities Fee Plan, Documentation for Imposition of School Impact Fees, February 1994

<sup>8</sup> LAUSD, Student Generation Factors. The generation factor used in calculating the number of students is a composite of those provided for middle income areas.

list are in the City of Los Angeles, and therefore, would primarily affect schools in the LAUSD. As the area grows, new school facilities would be needed. Currently the LAUSD is implementing the two phased 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 project's contribution to any future school impact would not be cumulatively significant.

### **Mitigation Measures**

The proposed project does not result in a significant impact to schools. No mitigation measures are proposed or required.

### **Significant Project Impacts After Mitigation**

Neither the completion of the proposed improvements on the campus nor the completion of a second public access road around or through a portion of the Baldwin Hills would result in a significantly adverse impact upon schools.

## V.K.4 LIBRARIES

### Existing Conditions

Local public library services are provided by the County of Los Angeles Public Library. The nearest facility is the Culver City Julian Dixon Library, located at 4975 Overland Avenue, less than half a mile from the College campus. The Culver City Julian Dixon Library has adult and children's materials mostly in English, with additional collections in Spanish, Japanese, Chinese, Korean and Vietnamese. The library contains 207,945 books, 600 magazine and newspaper subscriptions as well as substantial collections of videocassettes, audiocassettes and books on tape and compact discs.<sup>9</sup> The Culver City Julian Dixon Library also provides books in large print, telephone directories, college catalogs, pamphlets and topographic maps. The Culver City Julian Dixon Library is a selective government depository for federal and state documents.

Services available to the public include reference and children's storytimes. There is an online library catalog with magazine and newspaper indexes. The library provides public access Internet and computer workstations, a Homework Center, coin-operated copiers (color, black and white) and typewriters. A meeting room is available on a rental basis.

The library building is 21,406 square feet on one floor. There is a meeting room with a capacity to seat 80 available for rent. Parking is available at the rear of the building. In addition, library and research facilities at West Los Angeles College are open to members of the public on a non-circulating basis.

### Thresholds of Significance

Based upon thresholds provided in Appendix G of the CEQA Guidelines, the proposed project would result in a significant impact to library services if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, the construction of which could cause significant environmental impacts.

### Project Impacts

Library needs are related to the size of the residential population, the geographic area served, and community characteristics. Projects that affect these factors (by increasing residential population in an area) may increase demand for services from the public library.

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.<sup>10</sup>

### Cumulative Impacts

The related projects list provided in Chapter IV, Environmental Setting, 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. As the area grows, new library facilities may be needed. However, the Project does not contribute to any future cumulative impact to library services.

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<sup>9</sup> Source: Los Angeles County Public Library, <http://www.colapublib.org/libs/culvercity>, site visited May 28, 2003.

<sup>10</sup> Source: Correspondence from County of Los Angeles Public Library dated January 15, 2003.

**Mitigation Measures**

The proposed Project does not result in a significant impact to library services. No mitigation measures are proposed or required.

**Significant Project Impacts After Mitigation**

Neither the completion of the proposed improvements on the Campus nor the completion of a second public access road around or through a portion of the Baldwin Hills would result in a significantly adverse impact upon library services.