CHAPTER 2 - PROJECT DESCRIPTION

This chapter describes the proposed project, the West Los Angeles College (College) Facilities Master Plan (Master Plan), and the proposed facilities and projects set forth in the Master Plan. Provided below are the project goals, a description of the project location and setting, characteristics of each proposed project under the Master Plan, a construction scenario, and a list of related projects.

2-1 PURPOSE OF THE PROJECT

The primary purpose of the Master Plan is to guide the physical development of the campus and thereby help the College to achieve its academic goals. The College expects enrollment to increase to 18,904 students by fall 2022. In order to accommodate the projected growth and provide sufficient educational facilities in the years to come, the College needs to construct new buildings and modernize existing facilities. To ensure that all new construction and physical changes to the campus occur in a cohesive and efficient manner, a Master Plan has been developed to guide and direct future development.

2-2 GOALS OF THE PROJECT

Nine goals have been identified as a result of input from the Campus Planning Committee, the College President’s Cabinet, and the campus community (i.e., students, faculty, and staff). The identified goals are:

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

2-3 PROJECT LOCATION AND SETTING

The College is located within unincorporated Los Angeles County (see Figure 2-1). The campus is bordered by Culver City to the west, northwest, and south, while the Baldwin Hills oil fields border the campus on the northeastern side. Residential areas are located immediately to the west (multi-family) and south (single-family).

Access to the campus is provided by Overland Avenue. The College is bounded by Freshman Drive to the west, Sophomore Drive to the north and east, and Stocker Street to the south; these three Los Angeles County roadways function as a campus loop road. The College is approximately 1.25 miles east of the San Diego Freeway (I-405) and 1.6 miles south of the Santa Monica Freeway (I-10) (see Figure 2-2).

2-3.1 Physical Setting

The College campus occupies approximately 72 acres of land and contains a number of educational and administrative buildings, general landscaped areas, parking lots, and athletic fields and sports facilities. The elevations at the campus range from a high of 195 feet along Sophomore Drive near Stocker Street to a low of 65 feet near the intersection of Freshman Drive and Overland Avenue.

The buildings on the campus contain an estimated 419,315 gross square feet of floor space. Of this, 325,078 square feet are within permanent structures, while 94,237 square feet are housed in temporary structures. The structures on the campus include classrooms, administrative offices, libraries, maintenance facilities, and track and field facilities.

The vehicular circulation system consists of county roadways (Freshman Drive, Sophomore Drive, and Stocker Road) that border the campus and several internal streets (Albert Vera Street and B through F Streets). Albert Vera Street and D Street are primary east-west roads and serve to connect Freshman Drive to the interior of the campus. B Street is the primary north-south road, running the length of the campus from Sophomore Drive to C Street. Pedestrian circulation on the campus is provided through sidewalks along internal streets (see Figure 2-3). Eleven surface parking lots and on-street parking provide 2,114-2,128 parking spaces in total.

Approximately 32 acres of the 72-acre campus consist of open, vacant, or underutilized space. Overall, the vegetation on campus is limited. The landscaped areas consist of non-native ground covers such as ivy, bottlebrush, and stands of eucalyptus and long-needled pine trees. The sports fields are covered with turf.
Figure 2-1: Regional Location Map

Figure 2-2: Project Vicinity Map with Alternative Second Access Road Alignments

2-3.2 Surrounding Land Uses

The area in the immediate vicinity of the College contains primarily residential neighborhoods and oil fields. To the west (west of Freshman Drive) are multifamily residential uses. Immediately to the south (south of and parallel to Stocker Street) is an electric power-line easement, and south of the easement are single-family residences. The northern and eastern sides of the campus are bounded by the Baldwin Hills oil fields (950 acres of land under oil and gas development). Baldwin Hills also includes about 450 acres of parkland, providing active and passive recreational facilities. The State of California Resources Agency has plans to develop Baldwin Hills as a regional park. Commercial uses are located southwest of the campus along the east side of Jefferson Boulevard and south of Overland Avenue. There are commercial/industrial uses along Jefferson Boulevard.

2-3.3 Existing General Plan and Zoning

The Los Angeles County General Plan designates the College as Public and Semi-Public Facilities (P). Additionally, the College falls within the City of Culver City’s “sphere of influence,” as established by the Los Angeles County Local Agency Formation Commission. The sphere of influence is considered to be within the Culver City General Plan for purposes of addressing land use compatibility, coordinating land use policy with adjacent jurisdictions, and proposing land use policy for areas of potential annexation. The Culver City General Plan designates the campus as open space with school overlay.

The College campus falls within two different county zoning land use designations: R-1 (Single-Family Residential) and A2 (Agricultural) zoning classifications. The A-2 zone covers the northwest portion of the site; the remainder of the campus lies within the R-1 zone. Figure 2-4 shows the existing land uses in the surrounding areas.

The R-1 zoning classification does not allow post-secondary schools (Los Angeles County Planning and Zoning Code 22.20.100). The A-2 zone allows colleges and universities subject to approval with a Conditional Use Permit (Los Angeles County Planning and Zoning Code 22.24.150).

Under state law, buildings and facilities at the College are generally subject to zoning limitations imposed by Los Angeles County. By a two-thirds vote of the Los Angeles Community College District’s (District’s) Board of Trustees, however, the District may elect to exempt classroom facilities from local zoning control. The College can also apply for a conditional use permit or variance from the county for proposed facilities that do not comply with existing county zoning regulations.

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1 County of Los Angeles, Department of Regional Planning. County of Los Angeles General Plan. Adopted November 25, 1980.
3 County of Los Angeles, Department of Regional Planning. Los Angeles County Planning and Zoning Code (Title 22). Available at http://planning.co.ca.us/drp_sum.html#ZONE%20A-2.
4 County of Los Angeles, Department of Regional Planning. Los Angeles County Planning and Zoning Code (Title 22). Available at http://planning.co.ca.us/drp_sum.html#ZONE%20A-2.
Figure 2-4: Existing Land Use Map

Legend
- Commercial
- Industrial
- Open Space
- Single Family Residential
- Multi-Family Residential
- Public Facilities / Institutions
- Transportation / Utilities
- Extraction
- Water / Floodways
- Under Construction
- Vacant

2-4 MASTER PLAN CONCEPTS

In the Master Plan design process, campus planning, landscape, and building design guidelines were identified and followed in addressing issues related to the physical development of the College campus. Components of the physical plan include the Landscape Framework; the Architectural Framework; Vehicular and Pedestrian Systems and Entries; Parking; Service, Emergency Access, and Parking; Public Transit; Site Amenities; Hardscape Elements; Landscape Elements; and Loading, Storage, Service, and Refuse Collection areas.

Master Plan development focuses on expanding the campus development footprint by intensifying use of the campus core, then expanding outward to development pads to the east and south within the existing campus boundaries. Open spaces would be created to the west, along with recreational fields and lower intensity uses located along Freshman Drive. Open space and landscaping would serve to unify the campus by establishing boundaries for precincts, connecting destinations, and strengthening existing open spaces. Four major elements of emphasis would be formal landscape of the central campus core, sports and recreational open spaces, streetscapes/paths/entries, and the natural landscape.

Universal design considerations for people with mobility limitations, visual impairments, or other disabilities are incorporated into the overall design for campus accessibility, as the multiple levels and steep slopes of the existing campus present unique challenges. Campus vehicle circulation is addressed in the Master Plan relative to clarifying and distinguishing desired circulation patterns and entry points, while providing a pedestrian-oriented campus.

Sustainable design is promoted in the Master Plan by six major design strategies based upon the U.S. Green Building Council’s Leadership in Energy & Environmental Design (LEED™) Green Building Rating System and the District’s Sustainable Building Principles, Standards, and Processes.

2-5 PROPOSED PROJECT

The College is a 2-year community college accredited by the Commission for Community Colleges Western Association of Colleges. Officially chartered in 1969, the College is one of nine community colleges that form the District. In order to accommodate the needs of the community and create opportunities for increased enrollment, the District plans to expand the campus facilities as part of its Master Plan. The Master Plan would maintain the College’s commitment to being a center of influence for education, personal development, lifelong learning, cultural activities, and career training in the west Los Angeles area.

The College has developed a Master Plan that proposes construction of new academic facilities and parking structures, renovation of and additions to existing facilities, demolition of several existing buildings, development of a second access road to the campus, development of a new main entry to the campus, and landscaping and open space improvements (see Figure 2-5). The projects proposed under the Master Plan are summarized in Table 2-1 and described in greater detail below.
Figure 2-5: Proposed Facilities Master Plan

LEGEND
- Yellow: Existing Buildings
- Orange: Proposed Funded Buildings
- Dark Grey: Proposed Funded Parking Structure

### Table 2-1: Proposed Master Plan Projects

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Source of Funding</th>
<th>Size in Gross Square Feet (GSF)</th>
<th>Construction Schedule*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Facilities/Buildings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Science and Math Building</td>
<td>Proposition A</td>
<td>85,200 sf</td>
<td>ES: 4Q 2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>EF: 2Q 2007</td>
</tr>
<tr>
<td>Student Services/Administration Building</td>
<td>Propositions A &amp; AA</td>
<td>84,400 sf</td>
<td>ES: 2Q 2007</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>EF: 4Q 2008</td>
</tr>
<tr>
<td>General Classroom Building</td>
<td>Proposition A</td>
<td>46,500 sf</td>
<td>ES: 2Q 2007</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>EF: 4Q 2008</td>
</tr>
<tr>
<td>Media Arts Complex (including theater)</td>
<td>Funding not yet available</td>
<td>63,900 sf</td>
<td>TBD</td>
</tr>
<tr>
<td>Student Services/IT/High-Tech Classroom Building</td>
<td>Funding not yet available</td>
<td>40,000 sf</td>
<td>TBD</td>
</tr>
<tr>
<td>Community Center</td>
<td>Funding not yet available</td>
<td>12,000 sf</td>
<td>TBD</td>
</tr>
<tr>
<td>Athletic Field Restroom</td>
<td>Propositions A &amp; AA</td>
<td>Approx. 4,000 sf</td>
<td>ES: 3Q 2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>EF: 3Q 2005</td>
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<tr>
<td>Bleachers</td>
<td>Propositions A &amp; AA</td>
<td>2,000-1,500 seats</td>
<td>ES: 3Q 2005</td>
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<td></td>
<td></td>
<td></td>
<td>EF: 3Q 2005</td>
</tr>
<tr>
<td>Plant Operations/Storage Facilities</td>
<td>Proposition AA</td>
<td>Approx. 14,000 sf</td>
<td>ES: 1Q 2006</td>
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<tr>
<td></td>
<td>Funding not yet available</td>
<td></td>
<td>EF: 3Q 2006</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>TBD</td>
</tr>
<tr>
<td>Proposed Access/ Parking</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Second Access Road</td>
<td>Proposition AA</td>
<td>Approx. 2,000 to 3,000 linear ft.</td>
<td>TBD</td>
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<tr>
<td>Main Campus Entry</td>
<td>Proposition A</td>
<td>Approx. 100,000 sf</td>
<td>ES: 3Q 2008</td>
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<td></td>
<td></td>
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<td>EF: 4Q 2008</td>
</tr>
<tr>
<td>Lot 1 and 2 Parking Structures</td>
<td>Funding not yet available</td>
<td>624,000 sf</td>
<td>TBD</td>
</tr>
<tr>
<td>Lot 8 Parking Structure</td>
<td>Proposition A</td>
<td>302,700 sf</td>
<td>ES: 1Q 2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>EF: 1Q 2006</td>
</tr>
<tr>
<td>Proposed Remodeling and Modernizations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Library/Heldman Learning Resource Center Modernization</td>
<td>Propositions A &amp; AA</td>
<td>66,000-sf renovation and</td>
<td>ES: 1Q 2009</td>
</tr>
<tr>
<td></td>
<td></td>
<td>14,600-sf expansion</td>
<td>EF: 4Q 2009</td>
</tr>
<tr>
<td>Administration Building (CE) Remodeling</td>
<td>Propositions A &amp; AA</td>
<td>37,600 sf</td>
<td>ES: 1Q 2010</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>EF: 2Q 2010</td>
</tr>
</tbody>
</table>
### Table 2-1: Proposed Master Plan Projects

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Source of Funding</th>
<th>Size in Gross Square Feet (GSF)</th>
<th>Construction Schedule*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Child Care Center</td>
<td>Propositions A &amp; AA</td>
<td>1,800 sf</td>
<td>ES: 1Q 2005 EF: 3Q 2005</td>
</tr>
<tr>
<td>Recycling Center</td>
<td>Proposition A</td>
<td>Approx. 24,000 sf</td>
<td>ES: 1Q 2005 EF: 2Q 2005</td>
</tr>
<tr>
<td>Sports Facilities Renovation (Men’s’ Physical Education Building only)</td>
<td>Proposition A</td>
<td>8,800 sf</td>
<td>ES: 3Q 2005 EF: 3Q 2005</td>
</tr>
</tbody>
</table>

**Proposed Demolition of Existing Buildings**

| Temporary Building (B8, B9, and B10) | Proposition AA | 14,100 sf | ES: 4Q 2006 EF: 1Q 2007 |
| Temporary Building (A1 to A13) | Proposition AA | 44,600 sf | ES: 1Q 2009 EF: 2Q 2009 |

*ES is the expected start date of construction; EF is the estimated finish date. These dates may be adjusted as design and planning proceeds in order to accommodate the College’s needs and requirements or availability of funds. Q = Quarter, TBD = To Be Determined, gsf = gross square feet.


Implementation of the projects proposed under the Master Plan would result in approximately 352,000 gross square feet (gsf) of new building construction, renovation and modernization of 471,600 gsf of space in existing facilities, and demolition of buildings containing approximately 58,700 gsf. Implementation of the projects proposed under the Master Plan would result in approximately 350,000 gross square feet (gsf) of new building construction. Currently, campus buildings contain approximately 419,315 gsf of floor space. Approximately 161,600 gsf of existing building space would be renovated and 58,700 gsf of building space would be demolished. Thus, there would be a net increase of approximately 291,300 gsf of building space. The 350,000 gsf of new building construction does not include the new parking structures, which would provide a total of 2,950 parking spaces or 926,700 gsf. The 161,600 gsf of renovation projects includes a 14,600-gsf expansion of the existing Library/Heldman Learning Resource Center.

With the proposed improvements, there would be a net increase in building floor space on the campus of approximately 293,300 gsf. Currently, campus buildings contain approximately 419,315 gsf of floor space. The proposed number of parking spaces on the College campus would increase from approximately 2,144-2,128 existing spaces (includes existing parking lots and on-street parking) to approximately 4,200-4,368 in 2022 with the construction of the proposed parking projects.
Construction of projects proposed under the Master Plan is expected to continue through approximately 2010. Funding for several projects is currently unavailable. As and when funding becomes available, detailed design and construction schedules would be prepared (see Table 2-1). Once funding becomes available, the community center, media arts complex including theater, plant operations and storage facilities building, will be defined in greater detail and their environmental impacts analyzed in a new, subsequent or supplemental EIR.

It is anticipated that the new and renovated facilities would accommodate and meet the educational needs of a future student population of approximately 18,904 students (or 14,178 full-time equivalent (FTE) students) and 1,248 employees (or 813 FTE employees) by fall of 2022. The projected number of full-time equivalent (FTE) students by the fall of 2022 would be 11,512.

In the fall 2003 semester, 10,312 students (or 3,022 FTE students) were enrolled and 550 persons employed (or 357 FTE employees) at the College. Early estimates reveal that in spring 2004, there were 9,139 students (or 2,900 FTE students) and 475 College employees (or 285 FTE employees).

2-5.1 New Construction Projects

a. Science and Math Building

An 85,200-square-foot building is proposed at the eastern edge of the campus near Sophomore Drive. The building would have five levels and would include the Science, Math, and Dental Hygiene departments, in addition to associated laboratories and offices. General lecture spaces and supporting spaces such as meeting rooms, lounges, and exhibition spaces would be provided.

b. Student Services/Administration Building

An 84,400-square-foot building is proposed in the center of the campus at the south end of E Street. The building would be two to three stories tall. The primary use of the building would be to provide a place for non-classroom student activity. The building would provide a one-stop center for student services such as admission, registration, orientation, and counseling.

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5 This level of enrollment growth assumes completion of a second access road to the campus. If the proposed access road is not constructed, total enrollment would be capped at 15,124 students, which is the projected enrollment level for fall of 2015.

6 To determine the number of FTE students, the District calculates the total number of instructional hours for all of the enrollments and divides by 525 hours, which is roughly the number of instructional hours of one student taking five 3-unit classes for two primary terms. Instructional hours are based on enrollments on a census date, and hours are counted differently for full-term and short-term classes. Some courses require reporting of actual hours of attendance only.

7 West Los Angeles College. Planning and Research Department. E-mail correspondence on July 13, 2004.

8 Ibid.
c. **General Classroom Building**

A 46,500-square-foot building is proposed in the center of the campus and would be accessed by B Street. The building would be four stories in height. The Language Arts and Behavioral and Social Sciences divisions would use this building.

d. **Media Arts Complex**

A 63,900-square-foot building complex is proposed at the eastern edge of the campus, south of the proposed Science and Math Building. The complex would be one of the largest buildings on campus, with a maximum height of 72 feet from grade. This building complex would serve both the campus and public. The complex would also contain a campus theater north of D Street. The theater would be an enclosed facility with a maximum of 330 seats.

e. **Student Services/IT/High-Tech Classroom Building**

A 40,000-square-foot building is proposed just south of E Street. The building would be 35 to 60 feet in height. Personal computer connections at all stations and LCD projection facilities in each classroom would be some of the high-tech features of this building.

f. **Community Center**

A 12,000-square-foot building, 45 feet in height, is proposed on the southern edge of the campus, south of Albert Vera Street. The Community Center would cater to the needs of the campus and the neighboring community. The College’s Community Services program would be run from this building. Meeting rooms would be available for community use on an as-needed basis.

g. **Athletic Field Restroom**

A 4,000-square-foot (approximately) restroom facility east of the football field is proposed.

h. **Bleachers**

New bleachers with 2,000-1,500 seats are proposed west of the football field.

i. **Plant Operations and Storage Facilities**

A 14,000-square-foot (approx.) facility would be built in the existing Parking Lot 6, west of the existing Plant Facilities complex. The Plant Operations and Storage Facilities would house existing equipment and facilities management personnel. At present, the plant operations equipment (such as electric carts, various hand tools, and non-hazardous delivered materials) is located in a temporary shelter in Parking Lot 8.
j. Various Campus Improvements

The following improvements would take place throughout the campus: installation of mechanical, electrical, and plumbing systems; landscaping and waterscaping, which includes development of a walking trail around the existing athletic and baseball fields and a community walking path around the new soccer fields; resurfacing of Parking Lot 8A; construction of a new service and fire road from C Street to the proposed Science and Math Building; relocation and renovation of the existing Child Care Center Building; installation of additional cable outlets for Internet connections in existing classrooms; improvements at the south entry and east plaza; general campus lighting; on-campus road and Bus Plaza improvements; outdoor furniture, sidewalks, seating areas, and covered areas; an additional all-way stop sign at the intersection of F-Street and Freshman Drive; and other specialty services, including signage and graphics design. In order to temporarily house various campus facilities that may be disrupted due to construction, temporary buildings would be constructed.

2-5.2 Access and Parking Projects

a. Second Access Road

Currently, the campus is served by only one access road, Overland Avenue. In order to provide adequate fire safety and emergency ingress and egress, a second access that can readily accommodate emergency vehicles is essential. As the College continues to grow, the second access would also help prevent traffic congestion in the area. A total of six alignments were identified for further analysis, four connecting to Jefferson Boulevard and two to La Cienega Boulevard (refer to Figure 2-2). Based on a comparative study of each alternative and consideration of comments by the City of Culver City and surrounding communities, alignment 1b and 1d to Jefferson Boulevard were identified as the alignment alternatives meriting detailed analysis in this EIR (refer to Chapter 4, Alternatives, for a discussion of other alignments considered). Alignment 1d has been identified as the preferred alignment for the second access road. The actual alignment for the second access road would, at no point, be located substantially closer to the existing townhomes and condominiums in the Raintree complex than Alignment 1d. Alignments 1b and 1d are shown in Figure 2-6 and Figure 2-7, respectively and are described below. Under either alternative, the new access road would include two lanes (one lane in each direction), a 10-foot sidewalk on one side, and a 6-foot parkway on the other within a 40-foot right-of-way for the roadway segment within the County of Los Angeles. This portion of the roadway would also contain traffic calming devices such as street bumps and gates to slow traffic traveling to and from the campus. The portion of the new access road within Culver City city limits would contain four lanes (two in each direction) and 10-foot sidewalks on either side, within an approximately 84-foot right-of-way. A center turn lane would be provided where the road would intersect Jefferson Boulevard. The road would include lighting fixtures as required by the jurisdictional agencies.
Figure 2-6: Second Access Road - Alignment 1b

Source: Psomas
Figure 2-7: Second Access Road - Alignment 1d

Alignment 1b

This alignment, north of the campus, would be located just east of the City of Culver City border and the Raintree residential complex, and within the Baldwin Hills oil fields. At a point approximately 1,000 feet north of the campus, the road would turn 90 degrees and continue in a straight line for another 1,000 feet, intersecting Jefferson Boulevard at a point approximately 100 feet south of the Leahy Street intersection.

Alignment 1d

Alignment 1d would intersect Sophomore Drive at B Street. North of the campus, Alignment 1d would follow a more easterly route through the Baldwin Hills oil fields. Approximately 1,500 feet north of the campus, the road would curve to the west at the Culver City border crossing the northeast corner of a privately owned vacant parcel and then continuing west within property owned by the City of Los Angeles. The alignment would be located adjacent to a proposed City of Los Angeles Air Filtration Plant. It would curve slightly south crossing the parking lot of Express Pipe & Supply located at 10000 Jefferson Boulevard and would intersect Jefferson Boulevard at Leahy Street. A 150-foot-long and 20-foot high (at its maximum height) retaining wall is proposed along the portion of the road within the County of Los Angeles close to the Culver City border. The retaining wall would be constructed on the east side of the road.

b. Main Campus Entry

A new internal main entrance road to the campus is proposed. F Street would be realigned (moved south) to serve as the main entrance to the College. The entrance would be south of the existing entrance leading up to the existing Bus Plaza, between the existing Student Parking Lot 5 and the sports fields. An information and security kiosk (1,950 gross square feet) would be constructed at the new main entrance. An entrance monument is also proposed.

c. Lot 1 and 2 Parking Structures

A new 624,000-square-foot, 1,050-1,950-space parking structure is proposed at the north end of the campus. The parking structure would be built in at least two segments (Lot 1 structure with 750 parking spaces, and Lot 2 structure with 1,200 parking spaces) to visually break the building façade. Each of the segments would contain five parking levels and would be approximately 45 feet in height.

d. Lot 8 Parking Structure

A new 302,700-square-foot parking structure to accommodate approximately 1,000 vehicles would be developed on the site of the existing Parking Lot 8. The parking structure would have four to five levels and would be approximately 45 feet in height. Vehicular access to this parking structure would be provided from C Street and D Street.
2-5.3 Renovation and Modernization Projects

a. Library/Heldman Learning Resource Center Modernization

The existing Library/Heldman Learning Resource Center (Library/HLRC) would be renovated and the internal layout reconfigured to accommodate present and future needs of the library and learning resource center. The Library/HLRC would be expanded on the lower level by 14,600 square feet to accommodate future needs. The courtyard would be enclosed to create a formal entry to the facility. The roof level of the proposed addition would be integrated with a Terrace Green, and a new entry plaza with skylights into the space below would be created. The exterior elevators serving the Library/HLRC and exterior terraces would be remodeled.

b. Administration Building and Science Building Remodeling

The existing Administration Building (CE Building) and existing Science Building (SC Building) would be remodeled. Intended uses of the remodeled buildings include general assignment classrooms, computer science labs, interdisciplinary computer labs, and other offices. The existing Science Building would be used for the Program for Accelerated College Education offices.

c. Physical Education Sports Field Improvements

The existing four tennis courts and basketball court would be demolished to accommodate six new high-quality tennis courts with adequate outdoor lighting. None of the existing sports fields have outdoor lighting. Two new soccer fields would be constructed; one would be accommodated in the open space immediately east of the baseball field, and the second would be constructed north of the new main entrance in place of part of the existing Student Parking Lot 5. No lighting is proposed for the soccer fields and tennis courts.

d. Sports Facilities Renovation

Locker rooms at the Men’s’ Physical Education Building would be reconfigured and additional lockers provided.

e. Existing Child Care Center

The existing Child Care Center Building would be renovated and relocated to the western end of the new soccer fields and community walking path. This facility would be used as office space upon renovation. Existing Child Care Center operations have already been moved to the new Child Development Center.
f. Recycling Center

The recycling center, currently located adjacent to Staff Parking Lot 2, adjacent to the boiler room just west of Sophomore Drive, is proposed for relocation to the southeast corner of the campus where Sophomore Drive meets Stocker Drive. The proposed site is currently used for mulching for the recycling center. This 24,000-square-foot facility would contain: a new trash compactor; campus boiler room; a cardboard baler; a series of recycling bins for paper, cans, and plaster; and a green waste composting area. The perimeter of the plant would be secured by chain-link fencing with vinyl slats for screening and two rolling gates for access off C Street. The campus boiler room would not be relocated.

2-5.4 Demolition of Facilities

a. Temporary Buildings in the Central Core

Three existing temporary buildings (B8, B9, and B10) south of E Street would be demolished to accommodate the proposed Student Services/Administration and Student Services/IT/High-Tech Buildings. The current occupants of these buildings would be relocated to new or existing buildings on-site.

b. Temporary Buildings to the North

Temporary buildings (A1 through A13) on the northern portion of the campus would be demolished to accommodate the proposed Lot 1 and 2 parking structures.

2-5.5 Operating Characteristics

The College is organized on a semester system. The academic year includes two 19-week semesters; as many as three 6-week summer sessions are offered subject to approval by the Board of Trustees. In addition, intensive short-term classes offer a variety of courses each semester, and there are five sessions with 9-week classes each year. Day, evening, and Saturday classes are available for full-time and part-time students. These existing operations of the College would remain unchanged after construction of the projects proposed under the Master Plan.

Currently, the sports facilities are in operation from 8 a.m. until dusk. The College expects 5 college football games a year and a few high school games (5 to 10) in a season. The athletic field would also be used for training activity. There would be 15 or more track events per year; of these, 4 or 5 would be College or western state meets. The public use of its track and field facilities or football field in all, the College expects 30 to 35 sporting events to be held every year in the football and track stadium, including no more than 15 organized American football games. Organized sporting events, entertainment, public service, religious and similar events on or about College campus will not be held before 8:00 a.m. and

9 West Los Angeles College. E-mail correspondence on June 29, 2004.
after 10:00 p.m. Sunday through Thursday, and after 11:00 p.m. on Fridays and Saturdays. The use of all College facilities will continue to be governed by the applicable District and College policies and procedures, including but not limited to the rules for conduct on campus, Civic Center Permits, and Permits for Use.

The District will identify an employee or authorized agent to serve as an Ombudsperson (see Mitigation Measure N-4 in Section 3-15.3 of this EIR) who will serve as a liaison between the community and the College, and will be available to respond to questions or concerns from the surrounding community concerning campus activities and other matters relating to the College campus and the roads surrounding the campus, and to facilitate, to the extent feasible, the prompt resolution of any issues that may arise relating to such matters.

Over the past year, the College has restricted the number of special events on the campus to two to three events per year, and it has also refrained from holding any large events. All events planned so far for the coming year are small weekend events that would utilize the facilities inside the campus. The College is committed to advertising planned events to the community through flyers, information on the web site, and notices sent to homeowners associations at least two weeks in advance of such events. Additionally, for all events, an events coordinator would be designated who will be on site during the event and who will have authority to deal with all complaints concerning the event. All events that are planned would be structured in size, location, and activity to ensure minimal disturbances to the community.  

2-6 CONSTRUCTION SCENARIO

The construction of various elements of the Master Plan would continue until 2010. This construction period is flexible, however, and may be revised periodically to accommodate the progress of construction. The construction sequence is detailed below by each year.

YEAR 2005

Projects Expected to Commence

- Construction of Lot 8 parking structure
- Installation of bleachers and construction of restrooms near the football field
- Construction of Science and Math Building
- Relocation and construction of recycling center
- Various campus improvements:
  - Resurfacing of temporary Lot 8A
  - Construction of temporary classrooms and restrooms
  - Installation of site furniture
  - Construction of south entry/pedestrian mall
  - Construction of new surface road and fire road

10 West Los Angeles College. E-mail correspondence on July 13, 2004.
— Relocation and renovation of existing Child Care Center Building
— Installation of locker rooms at Men’s Physical Education Building
— Provision of utility infrastructure
— Reconfiguration of F Street

YEAR 2005

Projects Expected to Be Completed

• Construction of convenience store
• Installation of bleachers and construction of restrooms near the football field
• Relocation and construction of recycling center
• Various campus improvements:
  — Construction of new surface road and fire road
  — Upgrade of IT facilities in existing classrooms
  — Renovation and relocation of existing Child Care Center Building
  — Construction of temporary classrooms and restrooms
  — Construction of south entry/ pedestrian mall
  — Resurfacing of temporary Lot 8A
  — Installation of locker rooms at Men’s Physical Education Building

YEAR 2006

Projects Expected to Commence

• Construction of plant operations/storage facilities
• Demolition of temporary buildings (B8, B9, and B10)
• Various campus improvements:
  — Specialty services

YEAR 2006

Projects Expected to Be Completed

• Construction of plant operations/storage facilities
• Construction of Lot 8 parking structure

YEAR 2007

Projects Expected to Commence

• Construction of new campus-wide restroom facilities
• Construction of Student Services/Administration Building
• Construction of general classroom building
• Construction of second access road
• Renovation of Science Building
• Upgrade of campus-wide emergency lighting, fire alarm, and security system
• Various campus improvements:
  — Improvements at East Plaza and landscaping at Science and Math Building
  — Installation of roadway signage

YEAR 2007

Projects Expected to Be Completed

• Construction of new campus-wide restroom facilities
• Construction of Science and Math Building
• Renovation of Science Building
• Demolition of temporary buildings (B8, B9, and B10)
• Various campus improvements:
  — Upgrade of IT facilities in existing classrooms
  — Improvements at East Plaza and landscaping at Science and Math Building

YEAR 2008

Projects Expected to Commence

• Construction of main campus entry
• Construction of second access road
• Various campus improvements:
  — Entry Green and Student Services and classroom building landscaping
  — Construction of new community walking path
  — Internal road widening

YEAR 2008

Projects Expected to Be Completed

• Installation of site furniture
• Construction of Student Services/Administration Building
• Construction of general classroom building
• Construction of main campus entry
• Upgrade of campus-wide emergency lighting, fire alarm, and security system
• Various campus improvements:
  — Entry Green and Student Services and classroom building landscaping
  — Installation of roadway signage
—Reconfiguration of F Street

YEAR 2009

Projects Expected to Commence

• Renovation of Library/Heldman Learning Research Center
• Demolition of buildings A1 to A13

YEAR 2009

Projects Expected to Be Completed

• Demolition of buildings A1 to A13
• Renovation of Library/Heldman Learning Research Center
• Various campus improvements:
  — Provision of utility infrastructure
  — Specialty services
  — Internal road widening
  — Construction of new community walking path

YEAR 2010

Projects Expected to Commence

• Renovation of CE Building

YEAR 2010

Projects Expected to Be Completed

• Renovation of CE Building

2-7 RELATED PROJECTS AND CUMULATIVE DEVELOPMENT

California Environmental Quality Act (CEQA) regulations require that an environmental impact report (EIR) discuss the cumulative impacts of a project when the project’s effect is cumulatively considerable. A cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. Under the State CEQA Guidelines, either a list of past, present, and probable future projects producing related or cumulative impacts or a summary of growth projections in an adopted general plan or related planning document may be used as the basis for the cumulative impacts discussion. Table 2-2 below provides a list of related projects in the general vicinity of the campus that could result in localized cumulative impacts. The related projects are projects
within an approximately 3-mile radius of the campus that are proposed, in the planning stage, under construction, or have recently completed construction. The locations of the related projects are shown in Figure 2-8. Also provided below is a discussion of relevant growth plans and policies. For a detailed discussion of the project’s potential cumulative impacts, the reader is referred to Chapter 5 of this EIR.
<table>
<thead>
<tr>
<th>ID</th>
<th>Project Name</th>
<th>Location</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Symantec Office Development</td>
<td>800–900 Corporate Pointe (south side of Slauson Ave. between SR 90 and Hannum Ave.).</td>
<td>Construction of four story, 550,000-square-foot (sf) research/development office space and 5-level parking structure on 5-acre site. To be built in 2 or 3 phases.</td>
<td>NOP submitted April 2004; DIER being prepared.</td>
</tr>
<tr>
<td>3</td>
<td>West Washington Blvd. Redevelopment Area</td>
<td>W. Washington Blvd. west of the I-405 to Culver City's western limits at Del Rey/Walnut Aves.</td>
<td>Long-term strategy and framework for a public and private partnership effort to revitalize the 2.3-mile segment of West Washington Boulevard.</td>
<td>Planning stage</td>
</tr>
<tr>
<td>4</td>
<td>Kirk Douglas Theater (Historic Culver Theatre)</td>
<td>9820 Washington Blvd.</td>
<td>Renovation and re-use of the historic Culver Theater for live performances.</td>
<td>Construction under way; complete by end of 2004.</td>
</tr>
<tr>
<td>5</td>
<td>Stocker Corridor Trail and Bike Path Project</td>
<td>The future connection of this mile-long corridor to the expanding state park, L.A. County's Ingoll Walking Park, and Windsor Elementary School will provide the neighborhoods of Baldwin Hills, View Park, Windsor Hills, Crenshaw, and Leimert Park a much-needed link to the region's largest park and natural amenity.</td>
<td>A mile-long series of parcels that has remained as natural open space through the efforts of community members</td>
<td>Planning stage</td>
</tr>
<tr>
<td>ID</td>
<td>Project Name</td>
<td>Location</td>
<td>Description</td>
<td>Status</td>
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</tr>
<tr>
<td>6</td>
<td>Carlson Park Rehabilitation Project</td>
<td>Carlson Park.</td>
<td>Replacement of existing restroom facilities and picnic area roof.</td>
<td>Construction under way</td>
</tr>
<tr>
<td>7</td>
<td>Tellefson Park Rehabilitation Project</td>
<td>Tellefson Park.</td>
<td>Replacement of existing restroom facilities, construction of new playground and picnic area, reseeding of grass turf, and installation of irrigation.</td>
<td>Construction completed.</td>
</tr>
<tr>
<td>8</td>
<td>Sepulveda Blvd. Redevelopment</td>
<td>Within the limits of Culver City, Sepulveda Blvd. spans 2.8 miles and is bordered by Venice Blvd. to the north and Centinela Ave. to the south.</td>
<td>The Redevelopment Agency has committed $9 million to formulate and implement a phased strategy geared at revitalizing the boulevard and promoting economic growth. In workshops with the citizens of the community to further refine the strategies, goals, objectives, and actions to achieve the community's vision.</td>
<td>In workshops with the citizens of the community to further refine the strategies, goals, objectives, and actions to achieve the community's vision.</td>
</tr>
<tr>
<td>9</td>
<td>Culver City Skateboard Park</td>
<td>Culver City Park; 9910 Jefferson Blvd.</td>
<td>Construction of a 12,000-sf concrete bowl-type skateboard park.</td>
<td>Planning FY 04-05; construction FY 05-06.</td>
</tr>
<tr>
<td>13</td>
<td>New Office and Retail Building</td>
<td>4447 Sepulveda Blvd.</td>
<td>Proposal to construct a 9,000-sf office building.</td>
<td>Application pending.</td>
</tr>
<tr>
<td>14</td>
<td>Baldwin Hills Scenic Overlook Project</td>
<td>Hetzler Rd.</td>
<td>The proposed project includes a visitor center with a nourishment area, passive recreation, and parking.</td>
<td>EIR pending.</td>
</tr>
<tr>
<td>ID</td>
<td>Project Name</td>
<td>Location</td>
<td>Description</td>
<td>Status</td>
</tr>
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</tr>
<tr>
<td>16</td>
<td>Chevron Gas Station</td>
<td>5975 Centinela Ave.</td>
<td>Construction of a 3,314-sf service station with convenience store and carwash.</td>
<td>Plan review</td>
</tr>
<tr>
<td>17</td>
<td>Commercial and Retail Development</td>
<td>13322 Washington Blvd.</td>
<td>Construction of a 4,257-sf commercial building.</td>
<td>Construction under way</td>
</tr>
<tr>
<td>18</td>
<td>School Building Expansion</td>
<td>3430 McManus Ave.</td>
<td>Building expansion, with a net increase of 8,352 sf and 40 additional students.</td>
<td>Construction to start in April 2005</td>
</tr>
<tr>
<td>19</td>
<td>Chevron Gas Station</td>
<td>10649 Jefferson Blvd.</td>
<td>Relocation of the carwash facility and construction of a new 2,000-sf convenience store.</td>
<td>Construction under way</td>
</tr>
<tr>
<td>21</td>
<td>Vehicle Repair Shop</td>
<td>11304 Culver Blvd.</td>
<td>Proposal to construct a 1,150-sf auto repair shop and used car sales facility.</td>
<td>Extension of entitlement denied.</td>
</tr>
<tr>
<td>22</td>
<td>Retail/Commercial Building</td>
<td>5530 Sepulveda Blvd.</td>
<td>Construction of a 2,125-sf retail/commercial building.</td>
<td>Construction under way</td>
</tr>
<tr>
<td>25</td>
<td>Westfield Mall Extension</td>
<td>200 Fox Hills Mall.</td>
<td>Construction of a new 297,786-293,786-sf department store and supporting retail with 472 new parking spaces.</td>
<td>Information not available.</td>
</tr>
</tbody>
</table>
Table 2-2: List of Related Projects

<table>
<thead>
<tr>
<th>ID</th>
<th>Project Name</th>
<th>Location</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>Residential Development</td>
<td>4210 Duquesne Ave.</td>
<td>Proposal to demolish two existing single-family homes, adjust the lot line to create a bigger lot, and develop an eight-unit apartment building.</td>
<td>Construction not started.</td>
</tr>
<tr>
<td>29</td>
<td>Welk</td>
<td>9599 Jefferson Blvd.</td>
<td>Construction complete for a 9,000-40,000-sf office building; pending tenancy.</td>
<td>Construction complete; pending tenancy.</td>
</tr>
<tr>
<td>34</td>
<td>Office and Retail</td>
<td>700–701 Corporate Point</td>
<td>240,612 sq. ft of office building and 4,242 sq. ft of ancillary retail space.</td>
<td>Information not available.</td>
</tr>
<tr>
<td>35</td>
<td>Jeffrey Palmer Property Office/Industrial Condos</td>
<td>3525 Eastham Drive</td>
<td>29,986 sq. ft of commercial condos</td>
<td>Entitlement pending.</td>
</tr>
<tr>
<td>ID</td>
<td>Project Name</td>
<td>Location</td>
<td>Description</td>
<td>Status</td>
</tr>
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</tr>
<tr>
<td>36</td>
<td>Wind Swept Parcel Map/Single Family</td>
<td>4227 Ince Blvd.</td>
<td>Construction of four residential units.</td>
<td>No formal application</td>
</tr>
<tr>
<td>37</td>
<td>Baldwin Hills Regional Park Master Plan Project</td>
<td>Stocker Street.</td>
<td>Development of a 38-acre park.</td>
<td>Long term; currently an oil-producing field.</td>
</tr>
<tr>
<td>38</td>
<td>Culver City Transfer Station</td>
<td>9255 Jefferson Blvd.</td>
<td>Proposal to increase throughput from 500 trips per day (tpd) to 1,056 tpd.</td>
<td>Construction not started.</td>
</tr>
<tr>
<td>41</td>
<td>Max Leather AUP</td>
<td>8533 Washington Blvd.</td>
<td>Construction of a clothing manufacturer facility.</td>
<td>Construction not started.</td>
</tr>
<tr>
<td>44</td>
<td>Hayden Tower</td>
<td>3585 Hayden Ave.</td>
<td>Site plan review</td>
<td>Construction not started.</td>
</tr>
<tr>
<td>45</td>
<td>Residential Condominiums</td>
<td>4047 Lincoln Ave.</td>
<td>4-unit condo.</td>
<td>Construction not started.</td>
</tr>
<tr>
<td>46</td>
<td>Playa Vista Phase I</td>
<td>Jefferson Blvd.</td>
<td>Construction of a development consisting of 3,246 residential units, 35,000 sf of retail space, 1,129,900 sf of production and staging support uses, and 120,000 sf of community services uses.</td>
<td>Construction under way.</td>
</tr>
<tr>
<td>ID</td>
<td>Project Name</td>
<td>Location</td>
<td>Description</td>
<td>Status</td>
</tr>
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</tr>
<tr>
<td>47</td>
<td>The Village at Playa Vista (Playa Vista Phase II)</td>
<td>Jefferson Blvd.</td>
<td>Construction of a development consisting of 2,600 residential units, 175,000 sf of office space, 150,000 sf of retail space, and 40,000 sf of community services space.</td>
<td>Approval pending.</td>
</tr>
<tr>
<td>48</td>
<td>LMU Day Care Center</td>
<td>7900 S. Loyola Blvd.</td>
<td>Proposal to operate a day care center.</td>
<td>Information not available.</td>
</tr>
<tr>
<td>49</td>
<td>West Bluff</td>
<td>7400 W. 80th St.</td>
<td>Construction of 120 single-family dwelling units.</td>
<td>Construction under way.</td>
</tr>
<tr>
<td>51</td>
<td>Zone Change and Plan Amendment</td>
<td>5927 Beethoven St.</td>
<td>Construction of an industrial/light manufacturing building.</td>
<td>Information not available.</td>
</tr>
<tr>
<td>52</td>
<td>Apartment Complex</td>
<td>5535 Westlawn Ave.</td>
<td>Construction of 310 apartment units.</td>
<td>Information not available.</td>
</tr>
<tr>
<td>53</td>
<td>Apartment Complex</td>
<td>3101 Sawtelle Blvd.</td>
<td>Construction of 206 apartment units.</td>
<td>Information not available.</td>
</tr>
<tr>
<td>55</td>
<td>Senior Housing Complex</td>
<td>5227 Knowlton Ave.</td>
<td>Construction of 187 apartment units.</td>
<td>Information not available.</td>
</tr>
<tr>
<td>56</td>
<td>Apartment Complex</td>
<td>10001 Venice Blvd.</td>
<td>Construction of 118 apartment units with 208 parking spaces.</td>
<td>Information not available.</td>
</tr>
<tr>
<td>57</td>
<td>Shopping Center</td>
<td>8985 Venice Blvd.</td>
<td>Construction of a 132,802-sf shopping center.</td>
<td>Information not available.</td>
</tr>
</tbody>
</table>
### Table 2-2: List of Related Projects

<table>
<thead>
<tr>
<th>ID</th>
<th>Project Name</th>
<th>Location</th>
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<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>59</td>
<td>MTA Division 6—West Los Angeles Transit Center</td>
<td>Jefferson Blvd.</td>
<td>Proposed construction of a transportation center for operations and maintenance of 175 MTA buses and associated administrative staff.</td>
<td>Construction not started.</td>
</tr>
<tr>
<td>60</td>
<td>LAX Master Plan Alternative D</td>
<td>LAX and environs</td>
<td>Capacity Improvements for 78 million annual passengers in 2015.</td>
<td>In Environmental Review stage.</td>
</tr>
</tbody>
</table>

**COUNTY OF LOS ANGELES**

<table>
<thead>
<tr>
<th>ID</th>
<th>Project Name</th>
<th>Location</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>61</td>
<td>Marina Del Rey Development</td>
<td>Marina Del Rey, CA.</td>
<td>Proposal for incorporation of Marina Del Rey area into local coastal plan.</td>
<td>Information not available.</td>
</tr>
<tr>
<td>63</td>
<td>Residential Development</td>
<td>6200-6220 S. La Brea Ave.</td>
<td>Construction of 16 single-family dwelling units.</td>
<td>Information not available.</td>
</tr>
<tr>
<td>65</td>
<td>Mixed-Use Development</td>
<td>5101 Overhill Dr.</td>
<td>Construction of a 1.84-acre office building.</td>
<td>Information not available.</td>
</tr>
<tr>
<td>67</td>
<td>Installation of artificial track and turf</td>
<td>West Los Angeles College</td>
<td>Installation of artificial turf and synthetic track at existing track and field facility.</td>
<td>Construction under way.</td>
</tr>
</tbody>
</table>

Figure 2-8: Location of Related Projects

2-7.1 Growth Plans and Policies

a. Regional Comprehensive Plan and Guide

The Regional Comprehensive Plan and Guide was developed by the Southern California Association of Governments (SCAG) in partnership with 13 subregions and was adopted in March 1996. A bottom-up planning process was used to reflect local concerns in regional planning. The plan is designed to serve as a regional framework for local and regional decision making with respect to anticipated growth over the next 20 years. SCAG projects that there will be 22 million people living in the Southern California region by 2015. The fastest growth is anticipated in the outlying areas of the region, specifically north Los Angeles County and the Inland Empire. The plan sets forth strategies for meeting federal and state requirements with respect to transportation, growth management, air quality, housing, hazardous waste management, and water quality management.

The plan aims to achieve growth management through encouraging local land use actions, which in turn lead to the development of an urban form that will minimize development costs, save natural resources, and enhance the quality of life. The plan recommends projects that meet the following goals: increased mixed land uses, more efficient use of existing infrastructure, reduced environmental impacts, more transit use, higher densities in strategic mass transit and urban centers, and more affordable housing.

b. Regional Transportation Plan

The SCAG Regional Transportation Plan (RTP) was adopted in April 2004. All regional transportation plans, programs, and projects that receive state and federal funding, must conform to the policies set out in the RTP and, subsequently, the Air Quality Management Plan (AQMP). The AQMP and the RTP must be consistent.

The RTP presents an assessment of overall forecasted growth and economic trends in the SCAG region for the years 2004 to 2030 and provides recommendations for investments in the transportation and transit infrastructure during that time. Recommendations contained in the RTP fall under the categories of infrastructure, operational strategies, Transportation Demand Management, strategic system expansion/capital investments, and goods movement. Some key recommendations provided in the RTP include preserving, protecting and enhancing our key infrastructure, implementing Intelligent Transportation Systems, implementing Transportation Demand Management, investing in multi-modal transit systems; developing goods movement strategies, developing aviation coordination, implementing currently funded projects, and investing additional money in local bus service for the elderly and disabled and improving bus stops and transfer centers, light rail, heavy rail, and transit corridors. These projects are designed to increase mobility and accessibility within the region while mitigating for noise and air quality impacts.
c. South Coast Air Quality Management Plan

The 2003 AQMP is an amendment to the 1997 and 1999 plans. It was prepared by the South Coast Air Quality Management District (AQMD) in conjunction with SCAG, the California Air Resources Board, and the U.S. Environmental Protection Agency (EPA) to meet state and federal air quality standards for the South Coast Air Basin.

The California Clean Air Act requires a non-attainment area to update its AQMP triennially to incorporate the most recent available technical information. In addition, EPA requires that transportation conformity budgets be established based on the most recent planning assumptions (i.e., within the last 5 years).

The purpose of the AQMP is to set forth a comprehensive program that will lead to compliance with all federal and state air quality planning requirements. It sets forth programs that require the cooperation of all levels of government: local, regional, state, and federal. Each level is represented in the plan by the appropriate agency or jurisdiction that has the authority over specific emissions sources. Accordingly, each agency or jurisdiction is associated with specific planning and implementation responsibilities.

The AQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the four-county South Coast Air Basin, Orange County, the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and the Riverside County portions of the Salton Sea Air Basin and Mojave Desert Air Basin.

Air pollution in the region has been significantly reduced as a result of pollution control measures, but there is still more room to grow in meeting air quality standards. For instance, the total number of days the basin exceeds the federal 1-hour standard has decreased dramatically over the last two decades, from more than 200 days to fewer than 50. It should be noted, however, that the basin still exceeds the standard more frequently than any other location in the U.S.

d. Draft 2002 Congestion Management Plan for Los Angeles County

The Draft 2002 Congestion Management Plan (CMP) for Los Angeles County was developed by the Los Angeles County Metropolitan Transportation Authority (MTA) to address the county’s mobility needs. It was developed as a result of Proposition 111, which created a gas tax increase and a Congestion Management Plan requirement.

The CMP is a mechanism for implementing both regional and local transportation improvements in consideration of growth. It is the implementation tool for the Long-Range Transportation Plan (LRTP). Additionally, it must be consistent with, and incorporated into, the RTP and the AQMP.

Lastly, the CMP was created to link local land use decisions with their impacts on regional transportation and air quality and develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel.
e. 2003 Draft Short-Range Transportation Plan for Los Angeles County

The 2003 Draft Short-Range Transportation Plan (SRTP) was developed by MTA to respond to their responsibility for the planning and programming of transportation projects in Los Angeles County. It identifies short-term transportation needs and challenges facing the county over the next 6 years. Additionally, it also serves to implement the near-term strategies of MTA’s LRTP, which was adopted by the MTA board in 2001.

The SRTP highlights transportation needs and strategies of various county subregions and congested corridors and supports regional planning objectives, including mobility, air quality, environmental justice requirements, and SCAG’s RTP. The College lies within the Westside Cities subregion and is in the vicinity of two congested corridors that are located near the I-405 and the I-10.

f. 2001 Long-Range Transportation Plan for Los Angeles County

The 2001 LRTP for Los Angeles County was developed by MTA to provide a countywide transportation system that meets the needs of Los Angeles through 2025. The MTA utilizes the LRTP process to identify the projects that are submitted to SCAG for inclusion into the RTP.

Socioeconomic forecasts adopted by SCAG in 1998 were utilized to assess where people will live and work. The population of Los Angeles County is projected to increase by 2.7 to 3.5 million people, and jobs are expected to increase by 1.2 million, resulting in a 30 percent increase in overall daily trips.

The LRTP recognizes that the nature of land use, the size, population, and the economy in Los Angeles County create a complex commute and travel pattern, thereby requiring a multi-modal approach to transportation planning and problem solving. The LRTP addresses these issues as they relate to goods movement and commuting. Modes of transportation in Los Angeles County are vehicle travel on highways and arterials, bikeways, buses, and rail.

g. Baldwin Hills Park Master Plan

The Baldwin Hills Park Master Plan was adopted in May 2002. It was prepared on behalf of the California Department of Parks and Recreation and the Baldwin Hills Conservancy. Its purpose is to serve as a guide for future natural open space and parkland acquisition and improvements, facility development, and habitat restoration within the Baldwin Hills, with connections to trails, parks, and other public facilities. The Baldwin Hills are the last large open-space area in the 127-square-mile Ballona Creek Watershed and the only large, natural open space within more than 10 miles.

The Baldwin Hills Park Master Plan encompasses 450 acres of protected parkland, including Kenneth Hahn State Recreation Area, the Ladera Ball Fields, the Vista Pacifica Scenic Site, Culver City Park, Norman O. Houston Park, and an additional 950 acres of oil and gas-related development.
There are more than 30 different public agencies involved in the Baldwin Hills. Those with primary responsibility for the Baldwin Hills are the California Department of Parks and Recreation, Los Angeles County Department of Parks and Recreation, the state Baldwin Hills Conservancy, the County of Los Angeles, and the Baldwin Hills Regional Conservation Authority.

Future plans for the Baldwin Hills include an education center that incorporates community values, two nature preserve centers, and active recreation, such as ball fields, tennis courts; trails, greenways, bike trails, an amphitheater, multi-use areas, a sculpture garden, oil history site, community art and senior center, botanical garden, and a land bridge over La Cienega Boulevard.

h. City of Culver City General Plan

The City of Culver City General Plan, adopted in 1996 (with updates in 2001), serves as a policy document prepared to provide for the physical, social, and economic needs of the city and its people for a 10-year time frame (Year 2010). There are nine elements in the General Plan, including the Land Use Element, the Noise Element, the Conservation Element, the Housing Element, the Seismic Safety Element, the Public Safety Element, the Open Space Element, the Recreation Element, and the Circulation Element. The Land Use Element designates the general distribution, intensity, and development policies regarding residential, commercial, industrial, open space, and institutional uses in the city. The General Plan forecasts a population growth of 6.04 percent, and total employment is projected to grow at 11.97 percent between 2000 and 2010.

i. County of Los Angeles General Plan

The Los Angeles County General Plan, adopted in 1980, sets forth guidelines for how the county should allocate its resources in meeting needs over the next few decades. The plan provides general policy direction for the future of the county; it is not a detailed blueprint for action.

The General Plan provides land use guidance at two levels, one at the countywide level and the other at the local plan level. There is no county-prepared local plan for the College. Therefore, the general guidelines for the countywide area would be applicable.

j. Kenneth Hahn Recreational Area Master Plan

The purpose of the Kenneth Hahn State Recreation Area General Plan Amendment is to serve as a guide for future improvements, facility development, and habitat restoration within the Baldwin Hills, with connections to regional trails, parks, and other public facilities. This plan is conceptual by nature and establishes a vision for the Kenneth Hahn State Recreation Area that balances the recreational and cultural needs of surrounding communities with the protection of sensitive native plants and animals and their habitats.

The existing park is managed by the Los Angeles County Department of Parks and Recreation and includes 319 acres of native coastal sage scrub habitat, scenic overlooks, interpretive
facilities, lawns and landscaped areas, picnic sites, tot lots, a fishing lake, a lotus pond, community center, day-use parking, and 5 miles of trails. Activities within the park include but are not limited to hiking, biking, walking, running, fishing, picnicking, play, and nature interpretation and education.