

2015 SOUTH GATE EDUCATIONAL CENTER MASTER PLAN SUPPLEMENTAL FINAL ENVIRONMENTAL IMPACT REPORT



PREPARED FOR

THE LOS ANGELES COMMUNITY COLLEGE DISTRICT

PREPARED BY

TERRY A. HAYES ASSOCIATES INC

NOVEMBER 2016

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Prepared for

LOS ANGELES COMMUNITY COLLEGE DISTRICT

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Los Angeles, CA 90017

Prepared by

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1.0 INTRODUCTION

This Supplemental Final Environmental Impact Report (EIR) has been prepared pursuant to the requirements of California Environmental Quality Act (CEQA) Public Resources Code (PRC) Section 21000 *et seq.* and the CEQA Guidelines California Code of Regulations (CCR), Title 14, Chapter 3, Section 15000 *et seq.* The Supplemental Final EIR together with the Supplemental Draft EIR published in May 2016 addresses the potential environmental effects resulting from the implementation of the 2015 South Gate Educational Center Master Plan (proposed project).

1.1 LEAD AGENCY

The Los Angeles Community College District (LACCD) is the Lead Agency in accordance with Section 15367 of the CEQA Guidelines, which defines the Lead Agency as “the public agency that has the principal responsibility for carrying out or approving the project.” The project proponent, as well as the Lead Agency for the proposed project is:

Los Angeles Community College District
Thomas Hall, Director
Facilities Planning and Development
Los Angeles Community College District
770 Wilshire Boulevard, 6th Floor
Los Angeles, CA 90017

1.2 INTENDED USE OF THE SUPPLEMENTAL FINAL EIR

This Supplemental Final EIR was prepared on behalf of the LACCD. The intended use of this EIR is to assist the LACCD Board of Trustees in making decisions regarding the approval and implementation of the proposed project. This Supplemental Final EIR is required under Section 15089 of the CEQA Guidelines to include the Supplemental Draft EIR or a revised version; comments and recommendations received on the Supplemental Draft EIR (either verbatim or in summary); a list of persons, organizations, and public agencies who commented on the Supplemental Draft EIR; responses to those comments; and any other relevant information added by the Lead Agency.

A 45-day public review period for the Supplemental Draft EIR began on May 20, 2016 and closed on July 5, 2016. This document summarizes the project information presented in the Supplemental Draft EIR and contains responses to comments received on the Supplemental Draft EIR. This document is the primary reference document for the formulation and implementation of a Mitigation Monitoring and Reporting Program (MMRP) for the proposed project.

In accordance with the CEQA Guidelines CCR Title 14 Section 15000 *et seq.*, if a Lead Agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant and unavoidable impacts), the Lead Agency shall state in writing the specific reasons for approving the project based on the final CEQA documents and any other information in the public record for the project. This is called a “Statement of Overriding Considerations” (CEQA Guidelines Section 15093). This Supplemental Final EIR along with a MMRP and an accompanying Statement of Overriding Considerations will be submitted to the LACCD Board of Trustees for action as part of the requested certification of the Supplemental Final EIR.

1.3 SUMMARY OF THE PROPOSED PROJECT

The primary difference between the 2013 Master Plan and the proposed project is that Buildings 1 and 3 are being proposed for demolition, and a parking structure is no longer being proposed to be constructed on-site. In lieu of constructing a parking structure, additional surface parking would be provided on-site. Consistent with the 2013 Master Plan, the proposed project consists of the construction and operation of a new LACCD satellite campus to replace the existing South Gate Educational Center (SGEC), provide for expanded and improved educational facilities, and accommodate up to 9,000 students. The timeframe for this level of enrollment is uncertain; however, based on LACCD projections, it is assumed that the enrollment capacity of 9,000 students would be met in 2031.¹ The new SGEC would offer academic programs parallel to those available at the main ELAC campus and allow students to complete their degree and transfer requirements at one convenient location.

Implementation of the proposed project would include the demolition of Buildings 1, 3, 4 and the bridge that connects Building 1 to Building 2. Building 2 would remain on-site, but it would not be used for the delivery of college educational curriculum, and there are no plans to occupy Building 2 at this time. Following demolition, an approximately 100,000-gross-square-foot building and a new surface parking lot would be constructed. The project site would also be improved with landscaping, an open space area, and other outdoor amenities to accommodate existing and projected student enrollment. The final design would result from the collaboration of ELAC and a Design Architect selected to carry the proposed project forward. The final design plans would identify the footprint, orientation and design of the proposed building.

1.4 SUMMARY OF THE PROPOSED PROJECT IMPACTS

CEQA Guidelines Section 15382 defines a significant impact on the environment as “a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic or aesthetic significance.” In accordance with CEQA Guidelines Section 15093, to approve a project with significant and unavoidable impacts, the Lead Agency must adopt a Statement of Overriding Considerations indicating that the benefits of approving the proposed project outweigh the negative environmental consequences.

- **Air Quality (Construction).** Construction activity would result in a significant and unavoidable short-term regional NO_x impact. Mitigation measures are proposed to address this impact; however, no feasible mitigation measures were identified to reduce the significant impact to a less-than-significant level.
- **Cultural Resources (Historical Resources).** The project site is part of a California Register of Historical Resources (California Register)-eligible Historic District, and Buildings 1, 2 and 3 are individually eligible for listing in the California Register. Building 4, the pedestrian bridge connecting Buildings 1 and 2, and the concrete wall/wrought iron fence with gate posts contribute to the California Register-eligible South Gate Historic District. The demolition of these historical resources would result in a significant and unavoidable impact. Mitigation measures are proposed to address these impacts; however, no feasible mitigation measures were identified to reduce the significant impact to a less-than-significant level.
- **Noise (Construction).** Noise generated by construction of the proposed project would exceed the City’s 5-dBA significance threshold at residential land uses north and east of the project site resulting in a significant and unavoidable short-term noise impact. Mitigation measures are proposed to address this impact; however, no feasible mitigation measures were identified to reduce the significant impact to a less-than-significant level.

¹Depending on a number of factors including the economy, State funding and growth restrictions, and availability of educational facilities elsewhere, the date when this level of enrollment could occur may be delayed.

- **Transportation and Traffic (Circulation System and Congestion Management Program [CMP]).** New vehicle trips resulting from the proposed project would create significant and unavoidable impacts related to the circulation system (i.e., intersection operations and CMP). Mitigation measures are proposed to address these impacts; however, no feasible mitigation measures were identified to reduce all of the impacts of the proposed project to a less-than-significant level.

1.5 NOTICING AND AVAILABILITY OF THE SUPPLEMENTAL DRAFT EIR

In compliance with CEQA Guidelines Section 15082, a Notice of Preparation (NOP) for the Supplemental Draft EIR was issued on June 26, 2015 for a 30-day public review period. The Supplemental Draft EIR was then made available for a 45-day public review period beginning on May 20, 2016 and closed on July 5, 2016. During this period, three written comments on the Supplemental Draft EIR were received.

2.0 RESPONSES TO COMMENTS

This chapter contains responses to all of the comments received by the Los Angeles Community College District (LACCD) during the public review period for the proposed 2015 South Gate Educational Center Master Plan (proposed project) Supplemental Draft Environmental Impact Report (EIR).

2.1 PUBLIC REVIEW

In accordance with California Environmental Quality Act (CEQA) Guidelines Sections 15087 and 15105, the Supplemental Draft EIR was made available for a 45-day public review period that began on May 20, 2016 and closed on July 5, 2016. On May 19, 2016, a Notice of Availability (NOA) of the Supplemental Draft EIR was circulated. The NOA informed responsible and trustee agencies and the public of the review period and where to find the document.

In accordance with CEQA Guidelines Section 15088, detailed responses to comments on environmental issues have been provided below. Reasons are provided when recommendations, suggestions, and objections raised in comments letters were not accepted. Issues raised by the public regarding the Supplemental Draft EIR warrant clarification or correction of certain statements in the Supplemental Draft EIR, but none of the clarifications or corrections constitute significant new information as defined by CEQA Guidelines Section 15088.5.

2.2 WRITTEN COMMENTS

During the review period, three written comment letters on the Supplemental Draft EIR were received. Each comment letter has been assigned a number. The comment letters are provided in Appendix A of this Supplemental Final EIR. The body of each comment letter has been separated into individual comments, which also have been numbered. This results in a tiered numbering system, whereby the first comment in Letter 1 is depicted as Comment 1-1, and so on. These numbered comment letters are included in their entirety, followed by the corresponding responses.

The following presents a list of all persons or organizations who submitted written comments on the Supplemental Draft EIR:

1. State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit
2. County of Los Angeles, Fire Department
3. City of South Gate, Community Development

LETTER NO. 1

July 6, 2016

Scott Morgan, Director, State Clearinghouse
State of California, Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
1400 10th Street
Sacramento, CA 95812-3044

Comment 1-1

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. The review period closed on July 5, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Response 1-1

This comment states that the State Clearinghouse received and distributed the Supplemental Draft EIR. The comment further acknowledges compliance with State Clearinghouse requirements for review of draft environmental documents and that no State agencies submitted comments during the public review period. This comment is noted, and no further response is necessary as the comment is not a specific comment on the environmental analysis in the Supplemental Draft EIR.

LETTER NO. 2

July 6, 2016

Kevin T. Johnson, Acting Chief
County of Los Angeles Fire Department
Forestry Division, Prevention Services Bureau
1320 North Eastern Avenue
Los Angeles, CA 90063-3294

Comment 2-1

LAND DEVELOPMENT UNIT:

1. *The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.*
2. *The statutory responsibilities of the County of Los Angeles Fire Department's Land Development Unit are to review and comment on all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within contract cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities located within non-contract Cities. The County of Los Angeles Fire Department's Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division, which may create a potentially significant impact to the environment.*
3. *Every building constructed shall be accessible to Fire Department's apparatus by way of access roadways with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.*
4. *When involved with subdivision in a city contracting fire protection with the County of Los Angeles Fire Department, Fire Department's requirements for access, fire flows, and hydrants are addressed during the subdivision tentative map stage.*
5. *Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.*
6. *The development may require fire flows up to 8,000 gallons per minute at 20 pounds per square inch residual pressure for up to a four-hour duration as outlined in the 2002 County of Los Angeles Fire Code Appendix III-AA. Actual fire flow will be determined utilizing Appendix B Table B105.1 of the County of Los Angeles Fire Code.*
7. *Fire hydrant spacing shall be based on fire flow requirements as outlined in the 2002 County of Los Angeles Fire Code Appendix III-BB. Additional hydrants will be required if hydrant spacing exceeds specified distances*
8. *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 and at the end of all cul-de-sacs.*
9. *All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any*

building. The centerline of the access driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure.

10. *Driveway width for non-residential developments shall be increased when any of the following conditions will exist:*
 - a) *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.*
 - b) *Provide 42 feet in-width when parallel parking is allowed on each side of the access roadway/driveway.*
 - c) *Any access way less than 34 feet in-width shall be labeled "Fire Lane" on the final recording map and final building plans.*
 - d) *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.*
11. *All access devices and gates shall meet the following requirements:*
 - a) *Any single gated opening used for ingress and egress shall be a minimum of 26 feet in-width, clear-to-sky.*
 - b) *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-sky.*
 - c) *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.*
 - d) *All limited access devices shall be of a type approved by the Fire Department.*
 - e) *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.*
12. *All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to implementation.*
13. *Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.*
14. *The County of Los Angeles Fire Department's Land Development Unit's comments are general requirements. Specific fire and life safety requirements and conditions set during the environmental review process will be addressed and conditions set at the building and fire plan check phase. Once the official plans are submitted for review there may be additional requirements.*
15. *Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department's Land Development Unit's Inspector Nancy Rodeheffer at (323) 890-4243.*
16. *The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.*

Response 2-1

This comment identifies general Los Angeles County Fire Department (LACFD) requirements and states that additional requirements may be identified once the official plans are submitted to the LACFD for review. The proposed project would comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

Comment 2-2

FORESTRY DIVISION - OTHER ENVIRONMENTAL CONCERNS:

1. *The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.*

Response 2-2

This comment identifies the statutory responsibilities of the LACFD Forestry Division and states that these environmental areas of concerns should be addressed. Applicable environmental concerns have been addressed in the Supplemental Draft EIR. No further response is necessary as it is not a specific comment on the environmental analysis in Supplemental Draft EIR.

Comment 2-3

HEALTH HAZARDOUS MATERIALS DIVISION:

1. *The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department has no objection to the project at this time. It appears that the Cal/EPA Department of Toxic Substances Control (DTSC) is the environmental agency currently overseeing environmental assessment and remediation activities of onsite contamination issues.*

Response 2-3

This comment states that the LACFD Health Hazardous Material Division has no objection to the proposed project and acknowledges that the Department of Toxic Substances Control is currently overseeing environmental remediation activities occurring on-site. No further response is necessary as it is not a specific comment on the environmental analysis in the Supplemental Draft EIR.

LETTER NO. 3

June 30, 2016

Joe Perez, Community Development Director
City of South Gate, Community Development
8650 California Avenue
South Gate, CA 90280

Comment 3-1

The purpose of this letter is to outline our findings and comments regarding the Supplemental Draft Environmental Impact Report (EIR) prepared for the planned South Gate Educational Center. The proposed project consists of the demolition of the former Firestone Tire and Rubber Plant and construction and operation of a new Los Angeles Community College District (LACCD) satellite campus with surface parking and an approximately 100,000 square foot, three-story educational building that will accommodate a maximum enrollment of 9,000 students.

The City of South Gate (City) is supportive of the project and we appreciate your communication on this development. Furthermore, we recognize the project's importance to the LACCD, City of South Gate, and surrounding communities. Attached to this letter is a list of comments generated as a result of our review of the Supplemental Draft EIR. While listed in the order presented in the Supplemental EIR, our comments can be considered to fall into one of four major areas of focus for the City. The following is a summary of these four areas of concentration:

PROTECTION AND PRESERVATION OF RESIDENTIAL NEIGHBORHOODS

As discussed in past meetings with representatives of East Los Angeles College (ELAC), it is vital that ELAC take actions to minimize impacts to the residential neighborhoods located to the east, south and north of the proposed Educational Center. Of particular concern are ensuring pedestrian safety and preventing students from parking vehicles in nearby residential neighborhoods. This concern is heightened due to the situation at the existing ELAC South Gate Educational Center located on Calden Avenue in the City of South Gate. Students parking in the adjacent residential area have resulted in resident complaints due to reduced street parking. It is, therefore, critical that effective measures be taken to avoid similar impacts to the residential neighborhoods near the proposed campus. Some examples of actions to be taken include issuance of no-fee student parking permits to eliminate the financial barrier for students to park on-campus; on-going communication through the campus' regular and social media reminding students not to park in residential areas; deployment of campus staff, if necessary, on Santa Fe Avenue and/or Firestone Boulevard to inform students that parking in residential areas is not allowed; and completion of the northern parking lots, without waiting for campus expansion to maximize on-campus parking for students. It is also important that parking lots be developed with standard size stalls (9'x20') to avoid circulation and parking problems on-site.

TRAFFIC AND CIRCULATION

With a proposed enrollment of 9,000 students and over 7,100 projected vehicle trips, traffic and circulation patterns in and around the campus must be comprehensively analyzed. The proposed campus will be served primarily by Firestone Boulevard and Santa Fe Avenue; thus the potential impacts to these streets as well as the surrounding network of streets, must be comprehensively addressed. While, the traffic study appropriately includes an intersection capacity analysis using the Level of Service method, it does not include an analysis nor measures that could mitigate the potential for operational issues. Further, the study does not consider the City's Firestone Boulevard Regional Corridor Capacity Enhancement Projects (Firestone Corridor Project) and this presents an issue. For example, the study recommends the installation

of a dedicated westbound right-turn lanes at Santa Fe Avenue, but it conflicts with the improvements proposed in the Firestone Corridor Project. To avoid conflicts and reduce the potential for operational issues, the Supplemental Draft EIR shall include the following:

- Include a capacity analysis of a proposed roadway design that integrates the development's traffic mitigation measures with the Firestone Corridor Project. This capacity enhancement project proposes three travel lanes per direction. The development shall consider terminating the third westbound lane, at Santa Fe Avenue, and reinitiating it west of Santa Fe Avenue as a deceleration/acceleration lane to service the driveways proposed pm Firestone Boulevard.*
- Analyze potential impacts to residential streets within a 500-foot radius of the proposed campus. Currently, there is no discussion of pedestrian, parking, traffic or any operational issues on Laurel Place, Orchard Place, or any other residential street in the immediate vicinity.*
- Access to and from Santa Fe Avenue from Laurel Place, Orchard Place, and from the most northerly and southerly campus driveways shall be limited to right-turn movements only. Said access points shall be controlled with individual raised landscaped medians designed "pork chop."*
- Include an additional analysis of a proposed roadway design for Santa Fe Avenue that would integrate a new multi-purpose lane on the east side of the street, in lieu of bike lane. The multi-purpose lane could serve bicycles, cars, buses, etc. It could also serve to improve ingress/egress to the campus. The multi-purpose lane shall span the entire campus frontage, and terminate at Firestone Boulevard, as a dedicated, southbound right-turn lane.*
- The proposed signalized intersection on Santa Fe Avenue and Orchard Place is in close proximity to the railroad tracks. Coordinate with the California Public Utilities Commission (CPUC) and/or Union Pacific Railroad (UPRR). UPRR and CPUC will likely require a queuing analysis to confirm vehicles are not fouling the tracks.*
- All left-turn pockets hall be designed with adequate storage such as the vehicles queues can be fully accommodated.*
- Evaluate the potential for cut-through traffic on Calden Avenue, between Southern Avenue and Firestone Boulevard identify acceptable mitigation measures.*

SITE AND BUILDING DEVELOPMENT - AESTHETICS

The proposed campus will be a highly visible asset in the City and, as such, needs to be designed and constructed in a manner that make, it a source of pride for the LACCD, students, faculty, and South Gate residents. Although the Supplemental EIR included no specific elevations or renderings, it is anticipated that the proposed 100,000 square foot building will be designed and developed to the same or better standards that resulted in the high-quality construction of the ELAC campus in Monterey Park, California. Such standards would include: lush landscaped set-back areas buffering the expansive surface parking lots along Firestone Boulevard and Santa Fe Avenue; decorative monument and wayfinding signage; and decorative lighting throughout the campus that is directed and shielded away from surrounding properties. The proposed building would incorporate well fenestrated and articulated elevation, to avoid blank walls as well as a variety of decorative materials and variable roof lines for enhanced architectural interest.

CAMPUS OPERATIONS - SECURITY AND MAINTENANCE

The City's responses include operational considerations that address issues such a, campus security and maintenance. To ensure that security is a priority, the following equipment and actions would be provided: blue lights or safety phones; surveillance cameras and monitoring system; patrol by trained LACCD Safety Officers; development and implementation of a tactical readiness plan; establishment of emergency

operations center; and provision of on-campus emergency shelter sites. Furthermore, in order to keep the campus and adjacent area clean, regular and frequent removal of trash and debris from the Campus and surrounding public right-of-way would be undertaken by LACCD staff. Again, the City's comments are intended to make sure the campus is safe and well-maintained into the foreseeable future.

Response 3-1

This comment contains introductory remarks and provides a general overview of the City's four areas of concern which include: 1) Protection and Preservation of Residential Neighborhoods, 2) Traffic and Circulation, 3) Site and Building Development – Aesthetics, and 4) Campus Operations – Security and Maintenance. Responses to the City's more detailed comments pertaining to these issues are provided in Responses 3-2 through 3-164, below.

Comment 3-2

Off-site parking impacts on public streets based on the proposed development shall be analyzed and mitigated.

Response 3-2

Potential parking impacts are addressed in Section 4.6 Land Use and Planning of the Supplemental Draft EIR (pages 4.6-10 and 4.6-11). Revisions to this discussion have also been in Chapter 3.0 Correction and Additions of this Supplemental Final EIR. As discussed, parking surveys conducted at the existing South Gate Educational Center (SGEC) showed a peak parking ratio of 0.06-0.08 per student. While the developed peak parking ratio was determined on a per student basis, this ratio included parking demand for all users (i.e., students, faculty, staff, and visitors). The proposed project would initially provide 750 surface parking spaces in the southern portion of the project site for approximately 5,000 students. This equates to a parking ratio of 0.15 spaces per student. LACCD will monitor parking demand over time. If the parking ratio at any time falls below 0.10 spaces per student, additional parking would be constructed to meet this minimum ratio. The northern portion of the site would be improved with an additional 600 surface parking spaces for a total of 1,350 parking spaces for a maximum enrollment of 9,000 students. This equates to a parking ratio of 0.15 spaces per student, or approximately twice the parking ratio derived from the parking accumulation survey conducted at the existing SGEC. Therefore, impacts related to parking were determined to be less than significant. Nonetheless, ELAC and the City of South Gate will work together to address potential parking issues that might arise in nearby residential neighborhoods. If deemed necessary by the City and agreed by the ELAC after the campus opens, ELAC and the City will cooperate in the development of a Neighborhood Parking Management Program. As part of this collaborative effort, ELAC will provide the City with a one-time payment of \$20,000 to fund a parking study and related implementation actions for the program. The \$20,000 shall be applied by the City as follows: a City parking study for a possible permit-parking district (\$5,000); new City permit-parking signage and on-going maintenance of signage (\$5,000); and on-going City enforcement and issuance of permits to residents (\$10,000).

To further assist with alleviating the potential residential neighborhood parking by students, LACCD will circulate flyers with parking instructions to students during peak enrollment periods, provide parking instructions to students on a social media site and on the ELAC website and signs will be placed on campus instructing students not park in the adjacent residential neighborhoods. LACCD will also provide an additional 50 surface parking spaces, for a total of 750 parking spaces which equates to a parking ratio of 0.15 spaces per student which is approximately twice the rate of the existing SGEC facility. Los Angeles County Sheriff Department (LASD) on-site personnel will also direct students to park on campus and not in adjacent residential neighborhoods.

Comment 3-3

Pedestrian impacts on public streets shall be analyzed and mitigated based on a process and schedule acceptable to the City. Mitigations could include conducting pedestrian surveys, identifying impacts and implementing solutions after the development is complete. Regardless, the analysis, potential impacts and mitigations shall be included in the draft EIR.

Response 3-3

Potential pedestrian impacts are addressed in Section 4.8 Transportation and Traffic of the Supplemental Draft EIR (pages 4.8-23 through 4.8-25) and in the Supplemental Traffic Assessment (pages 6 and 7). As shown in Figure A in the Supplemental Traffic Assessment (Appendix E of the Supplemental Draft EIR), pedestrian crosswalks in the project vicinity are provided at the signalized Santa Fe Avenue/Firestone Boulevard intersection and Alameda Street/Firestone Boulevard intersection. Additionally, formal marked crosswalks are provided on Santa Fe Avenue at Ardmore Avenue and at Orchard Place. As part of the Project Driveway-Calden Avenue/Firestone Boulevard traffic signal installation, formal crosswalks are proposed on the north, south, and west sides of the intersection. Therefore, adequate crossings would be provided to accommodate the proposed project, and impacts related to pedestrian circulation were determined to be less than significant. Once operational, LACCD would continue to work with the City to ensure student and pedestrian safety in the vicinity of the proposed project.

Comment 3-4

Implement a maintenance program to maintain the public right-of-way, along the entire frontage of the campus, on a daily basis, inclusive of the abatement of trash, graffiti, weeds, debris, etc.

Response 3-4

LACCD would be responsible for abating all trash, graffiti, weeds debris, etc. within the property boundaries of the project site, and LACCD would remove all graffiti within a 24-hour campus operational timeframe; however, LACCD cannot be responsible for maintaining the public right-of-way. This comment does not require any further response because it is not a specific comment on the environmental analysis in the Supplemental Draft EIR.

Comment 3-5

As a water conservation measure, a future recycled water system will be installed on Firestone Boulevard across the development's frontage by the City. In anticipation of that future project, all landscaped areas shall be designed to connect by ELAC to the City's future recycled water system.

Response 3-5

As requested, LACCD would design a water system for all landscaped area to connect to the City's future recycled water system. This comment does not require any further response because it is not a specific comment on the environmental analysis in the Supplemental Draft EIR.

Comment 3-6

Analyze parking and traffic impacts to residential streets within a 500-foot radius of the proposed campus.

Response 3-6

Traffic and parking impacts within a 500-foot radius of the proposed campus have been fully analyzed. See Response 3-2 for a discussion regarding potential parking impacts. As discussed in Section 4.8 Transportation and Traffic of the Supplemental Draft EIR, a comprehensive Traffic Impact Study was

prepared for the 2013 Master Plan. This study evaluated potential traffic impacts at 31 study intersections which comprises a study area in far excess of 500 feet from the campus. This study identified mitigation measures to reduce traffic impacts to less-than-significant levels at some of the study intersections. However, this study concluded that the 2013 Master Plan would result in significant and unavoidable impacts at certain study intersections. Subsequently, a Supplemental Traffic Assessment was prepared for the 2015 Master Plan (proposed project) to determine whether any new traffic impacts and/or mitigation measures would be required. The Supplemental Traffic Assessment determined that the 2015 Master Plan would result in no new significant and unavoidable impacts, and no new mitigation is required or warranted.

The Supplemental Traffic Assessment prepared for the 2015 Master Plan and the Traffic Impact Study prepared for the 2013 Master Plan are both included in Appendix E of the Supplemental Draft EIR.

In regards to residential streets, the Supplemental Traffic Assessment assigned four percent of the project traffic to Ardmore (AM Peak Hour = 29 trips, PM Peak hour = 26 trips). No other project traffic was assumed to cut through residential streets east of Santa Fe Avenue. LACCD understands that the City is requesting a "pork chop" at the intersection of Santa Fe Avenue and Orchard Place which would preclude left-turn ingress and egress movements to/from Santa Fe Avenue at the Orchard Place intersection. As discussed in the Supplemental Traffic Assessment, the new traffic signal at the Santa Fe Avenue/Orchard Place intersection would be designed to preclude eastbound and westbound through movements. LACCD understands the City is willing to construct a pork chop island at this location and LACCD will fund this work through an escrow account and release the funds once bids are received. Additionally and unrelated to the proposed project, the City may also consider the installation of a pork chop island at the intersection of Santa Fe Avenue and Laurel Place which would preclude left-turn ingress and egress movements to/from Santa Fe Avenue at the Laurel Place intersection. Any changes in circulation patterns associated with these turn restrictions due to the pork chop islands would be analyzed by the City. Nonetheless, in lieu of the City's request to preclude through movements at the Santa Fe Avenue/Project Driveway-Orchard Place intersection, Mitigation Measure **TT1** has been revised in Chapter 3.0 Correction and Additions of this Supplemental Final EIR as follows:

TT1 LACCD shall install a traffic signal and associated roadway restriping and signage at the Santa Fe Avenue/Project Driveway-Orchard Place intersection. to provide a northbound left-turn lane will be provided and the traffic signal will be designed to prohibit/preclude eastbound and westbound through movements while allowing for exiting (eastbound) left/right-turn movements and a southbound left-turn lane.

In addition, all other Santa Fe Avenue project driveways will be limited to right-turn ingress and egress traffic movements only.

Comment 3-7

Include in the documents the following statement: "Any damage caused by the construction of the development to any public facilities including but not limited to roads, sidewalks, water system, sewer system, traffic signals, etc. shall be repaired to the satisfaction of the City Engineer."

Response 3-7

The protection and repair of public property would be required of the Design Build Team and is standard LACCD practice.

Comment 3-8

To minimize impacts to residents from student traffic, access to and from Santa Fe Avenue, from and to Laurel Place and Orchard Place shall be limited to right-turn movements only.

Response 3-8

See Response 3-6.

Comment 3-9

The length of all left-turn lanes impacted by the project shall be designed to accommodate traffic volumes in the proposed condition. Traffic queuing shall be managed to avoid safety, operational and delay issues.

Response 3-9

As discussed in Section 4.8 Transportation and Traffic of the Supplemental Draft EIR and in the Supplemental Traffic Assessment (Appendix E of the Supplemental Draft EIR), no excessive queuing is anticipated, and roadway striping would be designed to accommodate future forecast traffic volumes. The proposed left-turn lanes at the new traffic signals at the Calden Avenue/Firestone Boulevard and Santa Fe Avenue/Orchard Place intersections will also be designed to accommodate future traffic volumes.

Comment 3-10

Include an additional analysis of a traffic plan for Santa Fe Avenue that would integrate a new multi-purpose lane on the east side of the street, in lieu of a bike lane. The multi-purpose lane could serve bicycles, cars, buses, etc. It could also serve for dedicated in-gress/egress to the campus. The multi-purpose lane shall terminate at Firestone Boulevard, as a dedicated right-turn lane.

Response 3-10

As requested, a new multi-purpose lane would be installed on the west side of Santa Fe Avenue, in lieu of a bike lane. Implementation of a multi-purpose lane would not require roadway widening, and no additional analysis is necessary. Bicycle access is discussed in Section 4.8 Transportation and Traffic of the Supplemental Draft EIR and in the Supplemental Traffic Assessment (Appendix E of the Supplemental Draft EIR).

Comment 3-11

Enhance the discussion on bus transit service. Identify the demand for bus transit, and the location of facilities such as bus stops, shuttle stops, etc.

Response 3-11

As discussed in the Supplemental Traffic Assessment (Appendix E of the Supplemental Draft EIR), a detailed review of bus transit in the vicinity of the project site was conducted. As discussed in the Supplemental Traffic Assessment (pages 7 and 8), Metro Bus 115 provides an eastbound bus stop located on the south side of Firestone Boulevard just west of Calden Avenue (adjacent to the existing SGEC) and a westbound bus stop located on the north side of Firestone Boulevard just east of Alameda Street. Detailed observations were conducted of each arriving/departing bus at these two bus stops to document the number of passenger boardings/alightings and bus stoppage durations. The observations were conducted on a typical Wednesday from 4:00 PM to 7:00 PM to coincide with not only the general afternoon peak commuter period but also the time period with the highest student attendance at SGEC (typically on Wednesdays between 4:00 PM and 7:00 PM). The resulting bus stop observations are summarized in Table A of the Supplemental Traffic Assessment.

A total of 16 eastbound buses and 12 westbound buses were observed to stop at the respective bus stops during the 4:00 PM to 7:00 PM time period. An overall average of two transit boardings and two transit alightings per bus were determined. The average bus stop duration was determined to be approximately 16 to 17 seconds per bus (i.e., without incidents such as additional wait time due to the red signal indication at

the Alameda Street/Firestone Boulevard intersection). Also, during the observation time period, none of the buses were full, indicating that additional transit riders can be accommodated by the existing bus system. Although not all existing transit boardings/alightings at these bus stops are attributable to the existing SGEC, for a conservative assessment, it was anticipated that the average transit boardings/alightings and the corresponding average bus stoppage times could at worst double as a result of the proposed project enrollment increase. Therefore, the future transit ridership due to the proposed project could be anticipated to at most increase to approximately four transit boardings and four transit alightings per bus during the peak period. Based on the abundance of headways associated with this bus line (i.e., headways of seven eastbound buses and five westbound buses during the PM peak hour) as well as current ridership, additional service is not likely to be warranted. Furthermore, based on a review of the anticipated future bus stoppage durations to accommodate the small increase in potential transit boardings/alightings at project buildout, impacts to Firestone Boulevard traffic flow and adjacent intersection operations is not expected. Bus turnouts along Firestone Boulevard are also not necessary. In addition, based on feedback from Metro, bus drivers prefer no turnouts as it can often times make it more difficult to enter back into the through traffic flow and impact stop schedules.

Comment 3-12

Evaluate whether dedicated turn lanes are required for the proposed traffic signal at Calden/Firestone.

Response 3-12

This was evaluated in the Supplemental Traffic Assessment prepared for the proposed project. The analysis concluded that a dedicated west bound right-turn only lane is not needed. See Section 4.8 Transportation and Traffic of the Supplemental Draft EIR as well as the Supplemental Traffic Assessment included in Appendix E of the Supplemental Draft EIR for more details. An eastbound left-turn lane will be provided at the Project Driveway-Calden Avenue/Firestone Boulevard traffic signal.

Comment 3-13

Include an analysis of a traffic plan that would integrate the proposed traffic mitigations on Firestone Boulevard into the Firestone Boulevard Regional Corridor Capacity Enhancement Project (City Project). The project proposes three lanes per direction. City will consider terminating the third westbound lane, at Santa Fe Avenue, and reinitiating it west of Santa Fe Avenue as a deceleration/acceleration lane to service the Firestone Boulevard driveways.

Response 3-13

To provide a conservative analysis of traffic conditions, the Supplemental Traffic Assessment did not assume a third lane in each direction on Firestone Boulevard. Furthermore, based on subsequent communications with the City, LACCD understands that the third westbound through lane on Firestone Boulevard would terminate at Santa Fe Avenue. Therefore, no further analysis is required.

Comment 3-14

Blue lights or safety phones shall be provided throughout the campus.

Response 3-14

This is not a comment on the environmental analysis in the Supplemental Draft EIR. Nevertheless, this is standard for all LACCD campuses and will be installed at the proposed satellite campus as well.

Comment 3-15

The campus shall be equipped with a surveillance camera and monitoring system.

Response 3-15

This is not a comment on the environmental analysis in the Supplemental Draft EIR. Nevertheless, this is standard for all LACCD campuses and will be installed at the proposed satellite campus as well.

Comment 3-16

The campus shall be patrolled by LACCD Safety Officers. If to be armed, proper permits and measures shall be taken.

Response 3-16

This is not a comment on the environmental analysis in the Supplemental Draft EIR. Nevertheless, LACCD has a contract with the LASD to provide security protection to all LACCD campuses, including the proposed satellite campus. The contract between LACCD and LASD requires that the LACCD provide building space at each of its campuses for LASD security personnel operations. Security personnel would be on campus at all times when the campus is in operation.

Comment 3-17

The following trainings and preparedness classes shall be offered on campus: (a) Active Shooter Training and Drills, (b) Sexual Assault Training, (c) Behavioral Intervention and Threat Assessments Teams, and (d) Physical and Cyber Security.

Response 3-17

This is not a comment on the environmental analysis in the Supplemental Draft EIR. The requested classes are not offered nor required by LACCD; however, LACCD does provide students with emergency response information on their ELAC.edu website under Emergency Alerts page. As discussed in Response 3-16 above, LACCD provides building space at each of its campuses for LASD, and security personnel would be on campus at all times when in operation.

Comment 3-18

The campus shall prepare the following tactical readiness plans: (a) Emergency Preparedness Plan, including drills and (b) Emergency Notification System.

Response 3-18

This is not a comment on the environmental analysis in the Supplemental Draft EIR. The requested plans are readily available on their ELAC.EDU website under Emergency Alerts page. Additionally, as discussed in Response 3-16 above, LACCD has a contract with the LASD, and security personnel would be on campus at all times when in operation.

Comment 3-19

District and/or campus emergency operations centers shall be established.

Response 3-19

This is not a comment on the environmental analysis in the Supplemental Draft EIR. This is not required by LACCD or of this facility. However, as discussed in Response 3-16 above, LACCD has a contract with the LASD, and security personnel would be on campus at all times when in operation.

Comment 3-20

Provide and address emergency shelter sites on campus.

Response 3-20

This is not a comment on the environmental analysis in the Supplemental Draft EIR. This is not required by LACCD or of this facility. However, as discussed in Response 3-16 above, LACCD has a contract with the LASD, and security personnel would be on campus at all times when in operation.

Comment 3-21

TT4 indicates that ELAC shall coordinate with the City in an effort to enhance and expand the current network of bicycle routes serving the campus. Traffic study shall analyze and identify opportunities that could enhance bike access to the campus.

Response 3-21

As discussed in Section 4.8 Transportation and Traffic of the Supplemental Draft EIR and the Supplemental Traffic Assessment (Appendix E of the Supplemental Draft EIR), no bicycle facilities (i.e., Class I, II or III facilities) are currently provided in the immediate vicinity of the project site. However, as noted in the City's General Plan 2035 Mobility Element, Santa Fe Avenue is designated for implementation of a Class II – Bike Lane between Independence/Ardmore Avenues and Southern Avenue. Given the educational nature of the proposed project, the focus on encouraging students to utilize public transportation and alternative modes of transportation (e.g., bicycling), and the design team's effort to make the project consistent with and in support of the principles of the City's General Plan, bicycle integration has been carefully considered in the project's design.

Sidewalks are provided along all key roadways in the vicinity of the project site. The existing sidewalk width along the Firestone Boulevard project frontage is 13 feet. The General Plan sidewalk standard for Firestone Boulevard ranges between 12 and 15 feet. With the recommended project dedication along the Firestone Boulevard, Building 1 project frontage and an irrevocable offer for the future dedication along the Building 2 frontage (i.e., since the parcel occupied by Building 2 is not a part of the project site), a sidewalk width of up to 15 feet may be accommodated on Firestone Boulevard pursuant to the buildout of the General Plan. Therefore, it was determined that adequate sidewalk width would be provided on Firestone Boulevard to accommodate pedestrians, including near the various bus stop locations. Additionally, it should be noted that the existing sidewalk width along the Santa Fe Avenue project frontage is 13 feet which already exceeds the General Plan standard of 12 feet along Santa Fe Avenue. Therefore, adequate sidewalk width to accommodate the proposed project is also provided on Santa Fe Avenue.

Comment 3-22

Under Transportation and Traffic (Circulation System and Congestion Management Program [CMP]), this is concerning that no feasible mitigation measures were identified to reduce the significant impact related to

the CMP (i.e., intersection) to a less-than-significant level. Identify what mitigation is needed to mitigate, and include a discussion as to why the mitigations are not feasible.

Response 3-22

The mitigation measures considered to address the significant and unavoidable impact at the Alameda Street/Firestone Boulevard intersection (CMP Station No. 143) are discussed in detail on pages 81 and 82 of 2013 Traffic Impact Study (Appendix E of the Supplemental Draft EIR). Since the Alameda Corridor grade-separated rail line runs along the east side of the intersection and precludes options for roadway widening, the opportunities for potential physical measures are limited. Nonetheless, the following measures were considered:

- **Conversion of Eastbound Right-turn Only Lane to a Combination Through/Right-turn Lane**

While it has been determined from a calculation standpoint that the conversion of the eastbound right-turn only lane to a combination through-right turn lane would be anticipated to reduce the project's significant impact during the PM peak hour to less than significant levels, it cannot be constructed without additional right-of-way beyond that which is currently available given the proximity of the Alameda Corridor; however, due to right-of-way constraints and other factors, these measures were ultimately not recommended.

In addressing the project's significant cumulative traffic impacts, the above measure was found to only partially mitigate the significant cumulative AM and PM peak hour impacts. The above measure did not reduce the significant cumulative AM and PM peak hour impacts to less than significant levels.

- **Installation of a Westbound Right-turn Only Lane**

Another option considered for potential mitigation consisted of the installation of a westbound right-turn only lane. Absent the challenges from a design perspective, from a calculation standpoint this measure did not reduce the significant cumulative AM and PM peak hour impacts to less than significant levels.

- **Conversion of Eastbound Right-turn Only Lane to a Combination Through/Right-turn Lane and Installation of a Westbound Right-turn Only Lane**

Another option considered for potential mitigation consisted of a combination of both of the above measures (i.e., the conversion of the eastbound right-turn only lane to a combination through-right turn lane along with the installation of a westbound right-turn only lane). The combination of these measures were found to only partially mitigate the significant cumulative AM and PM peak hour impacts. The combination of these measures did not reduce the significant cumulative AM and PM peak hour impacts to less than significant levels.

The June 27, 2011 letter prepared by Los Angeles County concurred with the above findings.

Comment 3-23

Propose right-in/right-out only on all access points along Santa Fe Avenue, with the exception of Orchard Place where left-turns in to the campus and left turns to northbound Santa Fe Avenue traffic lanes will be permitted.

Response 3-23

See Response 3-6.

Comment 3-24

Include an analysis on the possible pedestrian, parking and traffic impacts to Orchard Place and Laurel Place, and how the impacts will be mitigated. Incorporate "pork chop" islands to limit ingress/egress traffic to right turn movements.

Response 3-24

See Response 3-6.

Comment 3-25

For the uncontrolled driveways on Santa Fe Avenue, install positive improvements to prevent left-turn movements onto Santa Fe Avenue. "Pork chops" shall be incorporated into the design.

Response 3-25

See Response 3-6.

Comment 3-26

- a. Project shall comply with the latest requirements of the NPDES (MS4) Permit such as the Low Impact Development Standards, etc.; however, any and all storm water regulations shall be complied with.*

Response 3-26

The proposed project would comply with National Pollutant Discharge Elimination System (NPDES) permit requirements. In addition, in accordance with LACCD directives, the proposed project would be designed and constructed using the Leadership in Energy and Environmental Design (LEED™) certification standards. As part of achieving this LEED certification, the proposed project includes design strategies related to water efficiency. Design strategies include, but are not limited to, low flow water efficiency plumbing fixtures, high performance building envelope, green cleaning program, and maximizing infiltration on-site.

Comment 3-27

- b. Confirm the parking lots have sufficient parking to accommodate student demand. ELAC shall consider making parking free to students to ensure students don't park on neighborhood streets. Must develop a plan to maintain all parking on campus.*

Response 3-27

See Response 3-2. Consistent with LACCD's policy that all campuses be governed in a similar fashion, LACCD will comply with its district-wide policy regarding parking charges.

Comment 3-28

Provide a copy of the archival as-built and as-found condition documentation to the City of South Gate

Response 3-28

This is not a comment on the environmental analysis in the Supplemental Draft EIR. Nevertheless, as requested, LACCD would provide the City with a copy of the Historic American Building Survey (HABS) Level I documentation to be prepared for the proposed project.

Comment 3-29

Intersection No. 9: Santa Fe Avenue/Project Driveway-Orchard Place, proposes to provide a southbound left-turn lane. Southbound left-turn movements on to Orchard Place shall be prohibited, to minimize impacts to residents.

Response 3-29

See Response 3-6.

Comment 3-30

Under mitigation measures, "TT1, Intersection No. 9: Santa Fe Avenue/Project Driveway-Orchard Place," need to design such that student ingress/egress traffic cannot utilize Orchard Place.

Response 3-30

See Response 3-6.

Comment 3-31

Under mitigation measures, "TT1, Intersection No. 9: Santa Fe Avenue/Project Driveway-Orchard Place," raised medians (pork chop on the east side of the Santa Fe Avenue and Orchard Place intersection) shall be utilized to mitigate potential traffic impacts. Further, the proposed traffic signal shall be designed to interconnect with the traffic signal located at the intersection of Firestone Boulevard and Santa Fe Avenue.

Response 3-31

See Response 3-6. The suggested pork chop medians are not needed to fully mitigate project impacts at this intersection. The proposed traffic signal will be designed to interconnect with the traffic signal at the Firestone Boulevard/Santa Fe Avenue intersection, and Mitigation Measure **TT1** has been revised to prohibit/preclude eastbound and westbound through movements.

Comment 3-32

Under mitigation measures, "Transportation & Traffic - Operations" Need to include the traffic signal proposed at the intersection of Firestone Boulevard and Calden Avenue as part of the mitigation measure.

Response 3-32

The traffic signal at the Firestone Boulevard/Calden Avenue intersection is discussed extensively on pages 77-78 of the 2013 Traffic Study included in Appendix E of the Supplemental Draft EIR. LACCD will be responsible for 50 percent of the cost of the signal.

Comment 3-33

Under Congestion Management Program, although not feasible, identify what mitigation is needed. Demonstrate that mitigations are not feasible.

Response 3-33

See Response 3-22.

Comment 3-34

The report indicates that additional surface parking will be provided once enrollment reaches a higher level and that in the meantime the northern portion will be improved with decompressed granite and be fenced. These northern parking lots should be completed without waiting for enrollment expansion in order to provide additional student parking and prevent campus-related parking in residential neighborhoods. If the completion of the northern parking lots is delayed, decorative fencing (not chain link) and landscaping is to be installed on the southern and eastern perimeters to screen the parking lots from Firestone Boulevard and Santa Fe Avenue.

Response 3-34

This is not a comment on the environmental analysis in the Supplemental Draft EIR. Chain link fence is an interim screening measure. Nonetheless, LACCD would provide drought tolerant vines/drip system along the frontage of Santa Fe Avenue from Ardmore Avenue to the Orchard Place campus entry. Fencing along the southern portion of this undeveloped area, would be an 8-foot high chain link fence that will face the interior campus roadway.

Comment 3-35

Parking lots shall be developed with standard parking stalls (9'x20') to reduce circulation and parking issues.

Response 3-35

As requested, LACCD would provide 9-foot x 20-foot parking stalls.

Comment 3-36

Include an additional analysis of a traffic plan for Santa Fe Avenue that would integrate a new multi-purpose lane on the east side of the street, in lieu of a bike lane. The multi-purpose lane could serve bicycles, cars, buses, etc. It could also serve for dedicated in-gress/egress to the campus. The multi-purpose lane shall terminate at Firestone Boulevard, as a dedicated right-turn lane.

Response 3-36

See Response 3-10.

Comment 3-37

- a. These proposed improvements should be consistent with the Firestone Boulevard Capacity Enhancement Regional Corridor Project improvements and incorporated into the design.*

Response 3-37

See Responses 3-6 and 3-13.

Comment 3-38

- b. Analyze development impacts giving consideration to the Firestone Boulevard Regional Corridor Capacity Enhancement Project.*

Response 3-38

See Responses 3-6 and 3-13.

Comment 3-39

Ingress and egress to and from Orchard Place to Santa Fe Avenue shall be limited to right turn movements.

Response 3-39

See Response 3-6.

Comment 3-40

Point of clarification - ELAC shall design and construct traffic signal and the City to reimburse ELAC with fair share. The design shall be consistent with the Firestone Boulevard Regional Corridor Capacity Enhancement Project.

Response 3-40

See Response 3-13. LACCD will build the traffic signal at the Project Driveway-Calden Avenue/Firestone Boulevard intersection and will be responsible for 50 percent of the cost of the signal's design and construction. In addition, LACCD will pay for 100 percent of the design and construction of the signal at Santa Fe Avenue and Orchard Place.

Comment 3-41

Under Vehicle Circulation, the last paragraph is speculative and unnecessary. There are no guarantees that this will happen. The intersection that is built as part of this project might not require HON to do any additional traffic signal improvements in the future. The City cannot make any commitments in accordance with such language, at this time.

Response 3-41

The City of South Gate previously requested this discussion. Nonetheless, this verbiage does not require the City to take any action.

Comment 3-42

Under Pedestrian Circulation, all public improvements within the public R/W shall meet ADA requirements. Further, the developer shall bring all facilities within the public right-of-way fronting the development to ADA standards.

Response 3-42

This is not a comment on the environmental analysis in the Supplemental Draft EIR. LACCD will prioritize complying with Americans with Disabilities Act (ADA) requirements along Santa Fe Avenue in the public right-of-way equal in value to 50 percent curb and gutter repairs/replacement in the public right-of-way.

Comment 3-43

Under Landscaping and Open Space, development must comply with Low Impact Development and Water Efficiency ordinance. California Native, Drought tolerant plant material must be considered. All landscaped areas shall be designed to recycled water standards.

Response 3-43

The LACCD Build program requires all Bond build-outs to comply with LEED which is more restrictive than the City's Low Impact Development and Water Efficiency ordinance requirements. In addition,

LACCD would design a water system for all landscaped area to connect to the City's future recycled water system.

Comment 3-44

Under Phase 1, incorporate a material recycling program in accordance with City ordinances.

Response 3-44

LACCD Build program requires all Bond build-outs to comply with LEED which is more restrictive than City's Material Recycling program requirements.

Comment 3-45

Under Phase 1, during construction, importing and hauling material could impact public roadways. Identify, analyze and mitigate the impacts of a haul route.

Response 3-45

No construction debris hauling would occur during the peak traffic hours to the extent feasible. All construction haul in/out activities would be routed through major arteries (i.e., Firestone Boulevard and Long Beach Boulevard). No residential streets shall be used.

Comment 3-46

If solid waste produced on the campus will be collected by the City's waste hauler, coordinate a plan with the City and the waste hauler who is currently Waste Management.

Response 3-46

This is not a comment on the environmental analysis in the Supplemental Draft EIR. Furthermore, LACCD is exempt from using the City's required waste hauler. Under the Laidlaw Waste Systems case, 43 Cal.App.4th 630 (1996), a College District, as an agency of the State, is immune from local waste hauling ordinances and exclusive franchise agreements and can select its own outside vendors to provide waste hauling services.

Comment 3-47

Under Phase 2, improvements need to include video detection, fiber interconnect, paving, striping, signing, parkways, bus stop, trees, lighting, etc.

Response 3-47

This is not a comment on the environmental analysis in the Supplemental Draft EIR. LACCD will provide video detection and interconnect to the Santa Fe Avenue/Firestone Boulevard intersection for the new signal at the Santa Fe Avenue/Orchard Place intersection along with any necessary paving and signing/striping. No changes/relocations to existing bus stops are envisioned with the completion of the proposed project.

Comment 3-48

Under Phase 2, indicate that ADA compliant walking path shall be implemented at all times during construction.

Response 3-48

This is not a comment on the environmental analysis in the Supplemental Draft EIR. As necessary, LACCD will provide an ADA compliant walking path at all public accessible areas during construction.

Comment 3-49

Under Phase 3, all utility services to the development shall be underground.

Response 3-49

This is not a comment on the environmental analysis in the Supplemental Draft EIR. LACCD will install all new utility services underground within the project site.

Comment 3-50

Aesthetic improvements shall be coordinated with the City's Firestone Boulevard Regional Corridor Capacity Enhancement Project, which will be themed.

Response 3-50

The project's aesthetic impacts were analyzed in Section 4.1 Aesthetics and determined to be less than significant. No further mitigation is required. LACCD understands that the City will be responsible for Firestone Boulevard and LACCD will consider installing parkway trees along Santa Fe Avenue.

Comment 3-51

Large setback areas along Firestone Boulevard and Santa Fe Avenue shall include lush landscaping to screen the expansive parking lots from the public right of way.

Response 3-51

The project's aesthetic impacts were analyzed in Section 4.1 Aesthetics and determined to be less than significant. No further mitigation is required. LACCD will install landscaping within the project site along Firestone Boulevard and Santa Fe Avenue to screen the expansive parking lots from the public right-of-way.

Comment 3-52

Open space/courtyards shall be provided throughout campus.

Response 3-52

This is not a comment on the environmental analysis in the Supplemental Draft EIR. LACCD will include open space/courtyard area adjacent to the proposed SGEC building only.

Comment 3-53

The building shall incorporate well fenestrated and articulated elevations to avoid blank walls as well as variable roof lines.

Response 3-53

The project's aesthetic impacts were analyzed in Section 4.1 Aesthetics and determined to be less than significant. No further mitigation is required. While design of the proposed SGEC building has not been finalized, the design would follow specific design criteria which calls for the architecture of the SGEC building to be of high quality, sustainable, and enduring with the character of an educational institution that would be attractive and inspirational for its students, faculty, and staff, and a symbol of renewal and revitalization for the community at large.

Comment 3-54

Parkway trees shall be installed along Firestone Boulevard and Santa Fe Avenue as appropriate and in coordination with the City.

Response 3-54

The project's aesthetic impacts were analyzed in Section 4.1 Aesthetics and determined to be less than significant. No further mitigation is required. LACCD understands that the City would be responsible for parkway trees along Firestone Boulevard, and LACCD will consider installing parkway trees along Santa Fe Avenue.

Comment 3-55

Decorative lighting fixtures shall be installed in parking areas and shall be directed and shielded appropriately to not illuminate surrounding properties.

Response 3-55

Consistent with LACCD campus lighting standards, the proposed project would include directional lighting techniques and low wattage bulbs that direct light downwards to aid in lighting pedestrian walkways/ paths from parking lot areas to the building and/or streets and minimize light spillover to adjacent uses.

Comment 3-56

The building design shall integrate building-mounted lighting, consistent with the design and character of the structure, to aid in lighting pedestrian walkways/ paths, including mid-block connections, from parking lot areas to the building and/or streets.

Response 3-56

See Response 3-55.

Comment 3-57

Decorative monument and wayfinding signs shall be installed throughout the parking lots and streets.

Response 3-57

This is not a comment on the environmental analysis in the Supplemental Draft EIR. Wayfinding signs and on site marquees will be installed at Firestone Boulevard and Santa Fe Avenue within the project site. No street signage will be provided.

Comment 3-58

All construction activities shall be in compliance with storm water regulations. A construction permit shall be secured from the Regional Water Quality Control Board.

Response 3-58

Construction activities will be required to comply with NPDES requirements, and the application of storm water Best Management Practices (BMPs) will reduce the potential for construction-induced water pollutant impacts to less than significant.

Comment 3-59

LACCD shall work with the City of South Gate to apply for Building 2 to be placed on the California Register of Historic Resources. It is recommended that any historical murals located in Building 1, 3 and 4 be preserved and relocated to an approved City location.

Response 3-59

This is not a comment on the environmental analysis in the Supplemental Draft EIR. No historical murals are located in Building Nos. 1, 3 and 4, and Building 2 is not part of the proposed project. As discussed in the Section 4.3 Cultural Resources, Mitigation Measures **CR1** and **CR2** have been included to address the impacts related to historic resources. In addition, although Building 2 will not be placed on the California Register of Historic Resources, Mitigation Measure **CR3** has been included to avoid impacts to Building 2.

Comment 3-60

Provide a copy of the HABS documentation to the City, College Library, Weaver Library, and the South Gate Museum.

Response 3-60

This is not a comment on the environmental analysis in the Supplemental Draft EIR. LACCD will provide a copy of the HABS documentation to the City of South, Weaver Library and the South Gate Museum. The documentation will also be made available at the proposed SGEC site.

Comment 3-61

As a water conservation measure, a future recycled water system will be installed on Firestone Boulevard across the development's frontage by the City. In anticipation of that future project, all landscaped areas shall be designed to connect by ELAC to the City's future recycled water system.

Response 3-61

See Response 3-5.

Comment 3-62

Uses that serve, and are used by, both the community college and the residents of South Gate should be included in the campus. This includes library, community meeting space, theaters, parks and plazas.

Response 3-62

This is not a comment on the environmental analysis in the Supplemental Draft EIR. The proposed SGEC will be an open campus; however, these specific services are based on being an enrolled student, faculty and/or staff member only.

Comment 3-63

The text indicates that the project will provide bike racks and related amenities. This shall also identify how the project will tie to the City's Bicycle Master Plan and further expand on what other related amenities will be incorporated on campus (e.g. internal bike lanes/paths).

Response 3-63

LACCD would provide bicycle amenities (i.e., racks, lockers, storage and showers) within the project site; which will be governed by LEED criteria; however, these facilities would be for use by students, faculty and staff, not the general public. In addition, as requested by the City of South Gate, a new multi-purpose lane, which would serve as a bike lane consistent with the City's Bicycle Master Plan, would be installed on the west side of Santa Fe Avenue.

Comment 3-64

LACCD shall require parking passes for all parking lots and make them free to all enrolled students, staff and faculty in order to mitigate off-street parking in the neighboring residential neighborhoods.

Response 3-64

See Responses 3-2 and 3-27.

Comment 3-65

There shall also be on-going communication through the campus' regular and social media reminding students not to park in residential areas; deployment of campus staff, if necessary, on Santa Fe Avenue and/or Firestone Boulevard to inform students that parking in residential areas is not allowed; and completion of the northern parking lots, without waiting for campus expansion, to maximize on-campus parking for students.

Response 3-65

See Response 3-2.

Comment 3-66

Traffic study shall include an analysis of the development giving consideration to the Firestone Boulevard Regional Corridor Capacity Enhancement Project.

Response 3-66

See Response 3-13.

Comment 3-67

Coordinate with Parks and Recreation to determine if the City's bus transit program (The Gate) should service the campus.

Response 3-67

LACCD will coordinate with the City to see how the GATE can best serve the proposed project.

Comment 3-68

Under Pedestrian and Bicycle Facilities, Santa Fe Avenue shall comply with the Bicycle Transportation Plan. However, include an additional analysis of a traffic plan for Santa Fe Avenue that would integrate a new multi-purpose lane on the east side of the street, in lieu of a bike lane. The multi-purpose lane could serve bicycles, cars, buses, etc. It could also serve for dedicated in-gress/egress to the school. The multi-purpose lane shall terminate at Firestone Boulevard, as a dedicated right-turn lane.

Response 3-68

See Response 3-10.

Comment 3-69

Right-of-way dedication shall be required along Firestone Boulevard along the property frontage, with the exception of the corner property (Firestone Boulevard and Santa Ave Avenue).

Response 3-69

As requested, LACCD will dedicate 8 feet along Firestone Boulevard up to but not including the corner property (Building 2) which is not a part of the proposed project.

Comment 3-70

Construction Dates on the first paragraph appear to be incorrect and should be revised as needed.

Response 3-70

Construction activities are anticipated to begin in January of 2017, not 2016 as erroneously stated in the Supplemental Draft EIR. This correction has been documented in Chapter 3.0 Corrections and Additions of this Supplemental Final EIR.

Comment 3-71

Under Circulation System, no closure is allowed on Firestone Boulevard at any time. Lanes closures could be permitted; however, with approval from the Department of Public Works, which will require traffic control plans and an engineer's stamp.

Response 3-71

LACCD will comply with this request.

Comment 3-72

Under Circulation System, any work in the public right of way shall be performed under an encroachment permit.

Response 3-72

LACCD will comply with this request.

Comment 3-73

Under Vehicle and Pedestrian Site Access, ADA compliant access must be maintained at all times.

Response 3-73

LACCD will provide an ADA compliant walking path at all public accessible areas during construction, as necessary.

Comment 3-74

The report identifies the need for 95,000 cubic yards of soil to be imported to site but does not state whether the new project will be graded and constructed at-grade or above-grade. the existing site is currently above-grade. Please clarify.

Response 3-74

The proposed SGEC will be at approximately the same grade as the sidewalk.

Comment 3-75

For Table 4.8-4, explain why there is a deduction from the "proposed project" with the "existing uses to be removed/vacated."

Response 3-75

For purposes of analyzing off-site intersection impacts, the analysis accounts for the fact that traffic associated with all 4,912 students (under existing conditions) is already on the street system. However, all traffic associated with 9,000 students is appropriately accounted for at the project's new access points.

Comment 3-76

The City's Firestone Boulevard Regional Corridor Capacity Enhancement Project will expand the corridor to three lanes per direction within the next two years. In addition to the current analysis, the traffic study shall also consider an analysis that considers this corridor project.

Response 3-76

See Responses 3-6 and 3-13.

Comment 3-77

LOS Service drops from C to F (Santa Fe Ave./Project Driveway-Orchard Place) and deemed No Significant Impact; please explain.

Response 3-77

Table 4.8-5 in the Section 4.8 Transportation and Traffic of the Supplemental Draft EIR shows a significant impact at this location, similar to Table 8-1 in Supplemental Traffic Assessment (Appendix E of the Supplemental Draft EIR); however, this impact is reduced to a less-than-significant level with Mitigation Measure TT1.

Comment 3-78

Clarify LACCD role in fair-share contribution towards the traffic signal as discussed.

Response 3-78

See Response 3-40.

Comment 3-79

Under Firestone Boulevard Proposed Signalized Driveway (east of Calden Avenue), "In addition, if and when redevelopment.....shopping center and the proposed project." This paragraph is speculative and unnecessary.

Response 3-79

The City previously requested this discussion. Nonetheless, this verbiage does not require the City to take any action.

Comment 3-80

Under Firestone Boulevard Proposed Signalized Driveway (east of Calden Avenue), last paragraph, Calden traffic signal is not "interim." It could be considered ultimate condition. Or, clarify what "interim" means.

Response 3-80

See Response 3-79. Also, the offset intersection configuration may or may not be an interim condition, depending upon the redevelopment of the former HON site located west of the proposed project.

Comment 3-81

Under "Santa Fe Avenue Proposed Signalized Driveway (Opposite Orchard Place)", UPRR and CPUC will likely require a queuing analysis to confirm vehicles are not fouling the tracks. Coordinate with the UPRR as soon as possible.

Response 3-81

Vehicle queuing is not anticipated to extend to the railroad crossing; however, LACCD will initiate discussions with the Union Pacific Railroad (UPRR) and California Public Utilities Commission (CPUC).

Comment 3-82

Address the City's GATE (local bus transportation system) route and the relationship it will have to the proposed educational center. Currently one of the routes runs up Santa Fe Avenue to Independence Avenue and travels right past the project site every 20 minutes.

Response 3-82

See Response 3-67.

Comment 3-83

In 2nd paragraph, replace Firestone "Place" with "Plaza".

Response 3-83

This correction has been made, see Chapter 3.0 Corrections and Additions of this Supplemental Final EIR.

Comment 3-84

Under the Mobility Element, the project needs to add bicycle facilities along Santa Fe Avenue. However, include an additional analysis of a traffic plan for Santa Fe Avenue that would integrate a new multi-purpose lane on the east side of the street, in lieu of a bike lane. The multi-purpose lane could serve bicycles, cars, buses, etc. It could also serve for dedicated in-gress/egress to the school. The multi-purpose lane shall terminate at Firestone Boulevard, as a dedicated right-turn lane.

Response 3-84

See Response 3-10.

Comment 3-85

Under Intersection No. 7: Project Driveway-Calden Avenue/Firestone Boulevard, the traffic signal is to be designed and constructed with the development. In accordance with past agreements, the fair share is 50%. Revise paragraph accordingly.

Response 3-85

See Response 3-40. LACCD will build the traffic signal at the Project Driveway-Calden Avenue/Firestone Boulevard intersection and will be responsible for 50 percent of the cost of the signal.

Comment 3-86

Under Intersection No. 9: Santa Fe Avenue/Project Driveway-Orchard Place, " A southbound left-turn lane is prohibited. Need to add a channelized turn lane with a pork chop island.

Response 3-86

See Response 3-6.

Comment 3-87

ELAC to coordinate with the California Public Utilities Commission (CPUC) and/or Union Pacific Railroad (UPRR). UPRR and CPUC will likely require a queuing analysis to confirm vehicles are not fouling the tracks. All costs associated with this coordination including construction costs are to be paid by ELAC.

Response 3-87

See Response 3-81.

Comment 3-88

Under TTI, add a channelized turn lane with a pork chop island.

Response 3-88

See Response 3-6.

Comment 3-89

Under TT2, how will this right-turn lane going to be possible given that the City is moving forward to install a 3rd lane.

Response 3-89

It will be converted when the third lane is built.

Comment 3-90

Under "Congestion Management Program", identify the mitigation needed even if it is significant and unavoidable impact.

Response 3-90

See Response 3-22.

Comment 3-91

Exhibit C - Identify the green shaded area. This must be "New Open Space" as well.

Response 3-91

The green shaded area is new open space.

Comment 3-92

Last paragraph– the way the report is written, it does not define clearly who will be responsible for the design and construction of the traffic signal at Calden/Driveway/Firestone intersection. It states "likely LACCD will be responsible for the design and construction". This needs to be more conclusive.

Response 3-92

See Response 3-40.

Comment 3-93

Expand the Supplemental Traffic Assessment to identify pedestrian/bicycle crossing locations and add discussion regarding sidewalk widths.

Response 3-93

See Response 3-21.

Comment 3-94

Both the City's General Plan and Bicycle Master Plan identify the proposed site location to include a bicycle hub with racks, lockers, and connection to transit. Re-iterate the bicycle hub designation in the revised Supplemental Traffic Assessment.

Response 3-94

See Response 3-63.

Comment 3-95

On Page 2, under "Existing South Gate Education Center Site", clarify whether this site will be maintained or abandoned.

Response 3-95

This is a leased facility and when the existing SGEC moves-out, the building will be returned back to the owner. The traffic analysis assumed that it would be reoccupied.

Comment 3-96

The intersection of Santa Fe/Project Driveway-Orchard Place shall be designed in a manner to restrict east and westbound through movements.

Response 3-96

See Response 3-6.

Comment 3-97

With anticipated increased ridership for transit, the buses will be stopped for longer periods of time. Analyze whether this will impact LOS and create queuing, and how to mitigate. Analyze for bus turn-outs as a mitigation measure.

Response 3-97

See Response 3-11. This is addressed in the Supplemental Traffic Assessment (Appendix E of the Draft Supplemental EIR). No queuing was observed, and bus turn-outs are not warranted.

Comment 3-98

Propose pork chop island to restrict access points and turning movements to residential streets.

Response 3-98

See Response 3-6.

Comment 3-99

"Restriping of the eastbound and westbound Firestone Boulevard approaches to Santa Fe Avenue to provide a 10-foot wide through lane and a 12-foot wide right-turn only lane." This comment shall be revised to coordinate the configuration of the Firestone Boulevard lane assignments with the Department of Public Works to give consideration to the Firestone Boulevard Regional Corridor Capacity Enhancement Project. Traffic analysis shall consider the same.

Response 3-99

See Responses 3-6 and 3-13.

Comment 3-100

The City is not requiring the District to pay for, or contribute to, the cost of undergrounding the aerial utilities located along Santa Fe Avenue and/or Firestone Boulevard.

Response 3-100

This is not a comment on the environmental analysis in the Supplemental Draft EIR. This comment is noted.

Comment 3-101

Due to a change in direction, the District is required to dedicate land for the City's planned eventual widening of Firestone Boulevard.

Response 3-101

See Response 3-69. LACCD will dedicate 8 feet along the frontage of Building No. 1; however, the Building No. 2 parcel at the northwest corner of the Firestone Boulevard/Santa Fe Avenue intersection is not part of the project and will not be subject to the dedication.

Comment 3-102

For public safety, ADA compliance and street beautification at the Santa Fe Avenue entrance to the proposed campus, the City is requiring that the District replace the sidewalk and curb on the western side of Santa Fe Avenue, between Ardmore and Orchard Place. The City is also requiring that the District resurface the sidewalk face on the west side of Santa Fe Avenue between Orchard Place and Firestone Boulevard.

Response 3-102

See Response 3-42.

Comment 3-103

"The City is not requiring that a raised median and fence be installed on Santa Fe Avenue between Ardmore and Firestone Boulevard; however, the City and District agree to discuss the issue further in the event that mid-block pedestrian jay-walking becomes a safety issue following opening of the campus." To further integrate this requirement, the District shall analyze the potential impacts and mitigation measures, as a part of the study. Pursuant to the construction of the campus, the District and City shall conduct a one-year survey to further evaluate the matter. Any impacts shall be the responsibility of the District.

Response 3-103

A traffic signal is proposed to be installed at the Santa Fe Avenue/Orchard Place intersection which should discourage the potential for jay walking midway between Ardmore Avenue and Firestone Boulevard. Nonetheless, LACCD is committed to working with the City to resolve any unforeseen issue that may arise.

Comment 3-104

"The City and the College agree to confer and work together to help avoid excessive parking by students in the adjacent neighborhood streets following opening of the campus. The District shall perform parking impact analysis by implementing on-site parking and expanding parking lot as necessary. In addition, the District shall perform pedestrian/parking study at the beginning of the 6th month after opening of the college." To further integrate this requirement, the District shall analyze the potential impacts and mitigation measures, as a part of the study. Pursuant to the construction of the campus, the District and City

shall conduct a one-year survey to further evaluate the matter. Any impacts shall be the responsibility of the District.

Response 3-104

See Response 3-2.

Comment 3-105

"The City is requiring the College to restripe Santa Fe to permit parking on the east side of the road between Ardmore and Firestone Blvd. and a bike lane on the western side of Santa Fe." However, include an additional analysis of a traffic plan for Santa Fe Avenue that would integrate a new multi-purpose lane on the east side of the street, in lieu of a bike lane. The multi-purpose lane could serve bicycle, cars, buses, etc. It could also serve for dedicated in-gress/egress to the school. The multi-purpose lane shall terminate at Firestone Boulevard, as a dedicated right-turn lane.

Response 3-105

See Response 3-10.

Comment 3-106

All the streets shall be designed per California Department of Transportation (Caltrans) and the City of South Gate standards, in case of a conflict, the City's standards will prevail.

Response 3-106

Any street work performed within City right-of-way will comply with City of South Gate standards.

Comment 3-107

All the drainage design criteria shall be per the Los Angeles Flood Control District and the City of South Gate standards, in case of a conflict, the City's standards will prevail.

Response 3-107

Drainage improvements as well as the Stormwater Pollution Prevention Plan (SWPPP) will be designed to all codes and standards.

Comment 3-108

All the grading plans shall be designed to the requirements of the City of South Gate Department of Building and Safety.

Response 3-108

This comment is noted, and the Design Build Team will be informed of and subject to this requirement.

Comment 3-109

All public works improvements shall be constructed in accordance with the latest edition of the APWA Standard Specifications for Public Works Construction ("Green Book") and South Gate City Standards, and to the satisfaction of the City Engineer and Director of Public Works prior to the issuance of a Certificate of Use and Occupancy.

Response 3-109

Issuance of Occupancy is given by the LACCD Board and Division of State Architect (DSA) not the City of South Gate. Encroachment scope of work shall be permitted by the City and signed-off by the City when complete.

Comment 3-110

Prepare street, drainage, grading improvement plans showing all existing and proposed public works improvements as outlined below.

Response 3-110

This comment is noted and will be part of encroachment permit scope of work.

Comment 3-111

Provide an engineer's estimate for all public works improvements (based on city's prices for the bonds estimate) and pay all plan-check fees in accordance with the latest fee schedule prior to plan review.

Response 3-111

This is not a comment on the environmental analysis in the Supplemental Draft EIR. This comment is noted and will be part of encroachment permit scope of work.

Comment 3-112

Pay permit and inspection fees associated with this project in accordance with the latest fee schedule at the time of permit issuance and inspection.

Response 3-112

This is not a comment on the environmental analysis in the Supplemental Draft EIR. Development occurring within the boundaries of the project site is governed by DSA. City fee schedule shall be governed by Government Code 54999 et seq. limits the fees to actual cost to serve as defined in the statute.

Comment 3-113

Coordinate all public works improvements inspection with the Public Works Department at least 48 hours prior to commencing work. Contact Mr. Guillermo Petra at (323) 563-9614 to arrange for a public works inspection.

Response 3-113

This is not a comment on the environmental analysis in the Supplemental Draft EIR. This comment is noted, and the Design Build Team will be informed of and subject to this requirement.

Comment 3-114

Deposit \$5,000 with the City to cover the City's cost to cover the review of pre development submittals such as preliminary plans, Traffic Impact Reports, etc.

Response 3-114

This is not a comment on the environmental analysis in the Supplemental Draft EIR. Government Code 54999 *et seq.* limits the fees to actual cost to serve as defined in the statute.

Comment 3-115

Enter into a Subdivision/Public Improvement agreement with the City prior to construction, and post the necessary securities/bonds in the amount approved by the City Engineer and in a form approved by the City Attorney.

Response 3-115

This is not a comment on the environmental analysis in the Supplemental Draft EIR. Government Code 54999 *et seq.* limits the fees to actual cost to serve as defined in the statute.

Comment 3-116

Submit a refundable deposit in the amount of \$5,000, which will be refunded upon receipt of "Record Drawings" for all the required improvements on approved Mylar(s) and a CD disc.

Response 3-116

This is not a comment on the environmental analysis in the Supplemental Draft EIR. Record Drawings of off-site scope of work will be sent through the Design Build Team. Government Code 54999 *et seq.* limits the fees to actual cost to serve as defined in the statute.

Comment 3-117

Comply with the requirements of the American Disability Act (ADA compliance) in regard to access ramps, sidewalks, driveway, etc.

Response 3-117

This is not a comment on the environmental analysis in the Supplemental Draft EIR. Within the project site, all ADA code requirements shall be met. See Response 3-42 regarding off-site ADA improvements.

Comment 3-118

The developer shall pay Water Impact and/or Road Mitigation fees.

Response 3-118

This is not a comment on the environmental analysis in the Supplemental Draft EIR. Government Code 54999 *et seq.* limits the fees to actual cost to serve as defined in the statute. All necessary fees will be paid.

Comment 3-119

Comply with the City's Community Development Ordinance pertaining to construction debris recycling. Contact the Building & Safety Department to obtain a Construction & Demolition Debris Waste Reduction Recycling Plan forms.

Response 3-119

See Response 3-44. LACCD is required to follow LEED requirements for recycling. The Design Build team will complete the Construction & Demolition Debris Waste Reduction Recycling Plan forms, as required by the City.

Comment 3-120

Contacts the city's Waste Hauling Company (Waste Management) at (800) 774-0222 and obtain approval for the location of waste disposal container(s), including facilities for recycling.

Response 3-120

See Response 3-46. This is not a comment on the environmental analysis in the Supplemental Draft EIR.

Comment 3-121

The Developer shall comply with Active Transportation Planning Program.

Response 3-121

LACCD will comply with the transportation requirements as discussed in the Supplemental Draft EIR and this Final EIR.

Comment 3-122

The Developer shall comply with the Green Street Element.

Response 3-122

The proposed project would comply with the City's Green City Element. In accordance with LACCD directives, the proposed project would be designed and constructed using the Leadership in Energy and Environmental Design (LEED™) certification standards. As part of achieving this certification, the proposed project includes design strategies related to water efficiency, energy, innovation, indoor air quality, materials and resources, and site design. Design strategies include, but are not limited to, low flow water efficiency plumbing fixtures, high performance building envelope, green cleaning program, signage green education program, the usage of low volatile organic compounds in building materials, outdoor air delivery monitoring, the usage of recycled building content (e.g., building materials and fly-ash concrete mixture), sustainable wood, and maximizing infiltration on-site. In addition, new open spaces and landscaping are proposed to enhance the character of the campus. On the eastern and southern borders of the project site, new landscape buffers would be created. Specifically, LACCD would provide drought tolerant vines/drip system along the frontage of Santa Fe Avenue from Ardmore Avenue to the Orchard Place campus entry. LACCD understands that the City would be responsible for parkway trees along Firestone Boulevard, and LACCD will consider installing parkway trees along Santa Fe Avenue. A central landscaped open space area would also be developed adjacent to the SGEC building as a place for students to gather.

Comment 3-123

Perform any repairs curb and gutter repairs along the entire frontage of Firestone Boulevard and Santa Fe Avenue to resolve drainage issues.

Response 3-123

This is not a comment on the environmental analysis in the Supplemental Draft EIR. LACCD will perform repairs as impacted by the proposed project only. As discussed in Chapter 5.0 Other CEQA Considerations, construction activities would be required to comply with NPDES, which requires the application of BMPs to reduce the potential for construction-induced water pollutant impacts. Further, the proposed project would be required to comply with the LACCD mandate that no stormwater shall leave the campus property; instead it will be collected and stored for re-use or infiltration on-site. Accordingly, stormwater derived at the project site would not enter the City's storm drain system and the project site would not be a source of polluted runoff.

Comment 3-124

Close existing driveways or portions thereof on Firestone Blvd. and Santa Fe Ave., which will no longer be in use as part of the new development, and replace with new curb and gutter and full-width sidewalk to match existing.

Response 3-124

This is not a comment on the environmental analysis in the Supplemental Draft EIR. LACCD will close existing driveways which will no longer be in use as part of the proposed project.

Comment 3-125

Construct new driveways at least 5 feet away from any above-ground obstructions in the public right-of-way to the top of the driveway "X." Otherwise, the obstruction shall be relocated at the developer's expense. Ensure that each driveway provides proper pedestrian access across, in compliance with the Americans with Disabilities Act (ADA). The final layout and site driveway design shall be subject to the review and approval of the City Engineer.

Response 3-125

See Responses 3-42 and 3-117. This is not a comment on the environmental analysis in the Supplemental Draft EIR.

Comment 3-126

Construct new tree wells and plant new 24-inch boxed street trees on Firestone Boulevard and Santa Fe Avenue. Protect existing street trees and replace existing tree well covers with decorative cast iron tree well covers. The species of any new street trees to be planted shall be in accordance with the Citywide Tree Master Plan.

Response 3-126

LACCD understands that the City would be responsible for parkway trees along Firestone Boulevard, and LACCD will consider installing parkway trees along Santa Fe Avenue. The proposed project would not result in the removal of any street trees or impacts to existing tree well covers. To the extent LACCD plants new trees along Santa Fe Avenue, they will be planted in accordance with the Citywide Tree Master Plan.

Comment 3-127

Construct Pavement on-site parking and circulation areas as required by a pavement engineering or geotechnical report prepared by a Registered Civil Engineer, subject to the review and approval of the Public Works and Community Development Departments.

Response 3-127

On-site work is governed by the DSA and prepared by licensed professionals.

Comment 3-128

Developer shall coordinate with the Metropolitan Transportation Authority (METRO) and other bus transit entities regarding replacement/placement of bus stop furnishings.

Response 3-128

LACCD will coordinate with Metro and other bus transit operators should during construction any temporary changes/relocations be necessary. No changes/relocations to existing bus stops are envisioned with the completion of the proposed project.

Comment 3-129

Coordinate with Metro to relocate the bus stop adjacent/in front of the proposed development if impacted during construction.

Response 3-129

See Response 3-128.

Comment 3-130

Prepare improvement plans for any facility in the public right-of-way (such as streetlights, traffic signal, traffic striping, sidewalks, etc. for which improvements are proposed or required to the satisfaction of the City Engineer. Plans shall be stamped by a Registered Civil Engineer.

Response 3-130

This will be part of encroachment permit scope of work.

Comment 3-131

A Signage and Striping Plan shall be prepared by a Registered Civil Engineer and submitted to the Public Works Department for review and approval.

Response 3-131

This is not a comment on the environmental analysis in the Supplemental Draft EIR. This will be part of encroachment permit scope of work.

Comment 3-132

Modify or remove the existing traffic signal and associated equipment and hardware as needed at Firestone Blvd. and Santa Fe Ave. to accommodate the proposed development. A Traffic Signal Modification Plan prepared by a Registered Traffic Engineer and signed by a Registered Civil Engineer shall be submitted to

the Public Works Department for review and approval. Pedestrian crossing movements at this intersection shall be provided to the satisfaction of the City Engineer.

Response 3-132

The westbound right-turn lane mitigates the significant impact, and southbound left/westbound right-turn overlap traffic signal phasing is not necessary to reduce the impact to less than significant levels.

Comment 3-133

Paint property address on the curb in front of the proposed development to the City's satisfaction.

Response 3-133

This is not a comment on the environmental analysis in the Supplemental Draft EIR. This will be part of the scope of work.

Comment 3-134

Developer shall install a new street name sign at the corner of new and existing intersections.

Response 3-134

This is not a comment on the environmental analysis in the Supplemental Draft EIR. LACCD will install new street name signs at the new signal locations. However, LACCD understands that the City is requesting that LACCD replace existing street name signs at "other" locations within the project perimeter. Upon receipt from the City of the list of "other" locations within the project perimeter, LACCD will install and the City will reimburse the LACCD for this scope of work.

Comment 3-135

Any utilities that are in conflict with the development shall be relocated at the developer's expense.

Response 3-135

This comment is noted.

Comment 3-136

The Developer shall dedicate 13 ft. along the property frontage to widen Firestone Blvd.

Response 3-136

See Responses 3-21 and 3-69. As previously agreed upon, LACCD shall dedicate 8 feet along Firestone Boulevard in front of Building No. 1 project frontage.

Comment 3-137

The Developer shall contact both the UPRR and California Public Utility Commission to secure and comply with all their requirements. The cost of any needed improvement required by either entity, shall be the sole responsibility of the applicant and without any participation from the City.

Response 3-137

See Response 3-81.

Comment 3-138

Install an onsite storm drain system. All storm water run-off captured on the site shall be discharged to the public storm drain system, through an underground storm water pipeline either on Santa Fe Avenue or Firestone Boulevard. Developer shall process the storm drain plans through the Los Angeles County Department of Public Works as a Miscellaneous Transfer Drain (MTD) or to obtain a Letter of Non-Objection (LNO) for the connection.

Response 3-138

As discussed in Chapter 5.0 Other CEQA Sections (Hydrology and Water Quality), stormwater would be collected and stored for re-use or infiltration on-site; no stormwater would leave the project site. Accordingly, stormwater within the site would not enter the City's storm drain system.

Comment 3-139

Surface water runoff generated from the property shall not drain over the sidewalk or driveway into the gutters on Firestone Boulevard or Santa Fe Avenue. The City may consider a parkway drain; however, if said water flows cannot feasibly be redirected to the onsite storm water system.

Response 3-139

See Response 3-138.

Comment 3-140

Prior to filing of tract map, parcel map or any new development, submit a will serve letter from the Water Division and sanitary sewer service provided to the City Engineer indicating that guaranteeing service.

Response 3-140

The proposed project does not require the filing of a tract map. However, water and sewer line connections shall be incorporated into the final design plans and would comply with all applicable code requirements. Water and sewer lines shall be designed to code on-site, and off-site lines shall be part of encroachment permit scope of work.

Comment 3-141

Install adequate sewer lateral(s) to serve the proposed development, and abandon any existing sewer laterals that will not be used, to the satisfaction of the Public Works and Building & Safety Departments.

Response 3-141

See Response 3-140. This comment is noted and is part of the Design Build scope of work.

Comment 3-142

Submit a copy of the sewer plans to the City and to the Los Angeles County Sanitation District for review and approval. Contact Los Angeles County Sanitation District for their requirement.

Response 3-142

See Response 3-140. This comment is noted and is part of the Design Build scope of work.

Comment 3-143

The developer shall consult the City Engineer to determine the sewer location and design requirements.

Response 3-143

See Response 3-140. This comment is noted and is part of the Design Build scope of work.

Comment 3-144

Conduct a Sewer Capacity Study to demonstrate there is sufficient capacity in the sanitary sewer system to accommodate the development. Developer shall be responsible for any improvements required in the study.

Response 3-144

See Response 3-140. This comment is noted and is part of the Design Build scope of work.

Comment 3-145

Development shall be served by adequately sized water supply facilities, which shall include fire hydrants of the size, type and location approved by the Fire Chief.

Response 3-145

This comment is noted, and the proposed project would comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants. Water lines shall be designed to code on-site and off-site lines shall be part of encroachment permit scope of work.

Comment 3-146

The water mains shall be of sufficient size to accommodate the total domestic and fire flow required for the development. The domestic/fire water flows required are to be checked and approved by the City Engineer or the Water Division for size and velocity. Fire flows required are to be determined by the Fire Chief.

Response 3-146

See Responses 3-140 and 3-145.

Comment 3-147

Plans and specifications for the water supply system shall be submitted for approval to the City. The developer shall submit evidence, satisfactory to the City Engineer, indicating that the subdivider has entered into a developer agreement with financial security (such as bond, letter of credit or a cashier check) with the servicing water provider guaranteeing payment and installation of the water improvements.

Response 3-147

This comment is noted and is part of the Design Build scope of work.

Comment 3-148

Any deviation from the city standards in constructing the water and sewer lines shall be approved by the City, the Los Angeles Health Department and the County Sanitation District.

Response 3-148

See Response 3-140.

Comment 3-149

Developer shall obtain approval from the Los Angeles Fire Department (LAFD) for development's fire protection, fire flow requirements, access road(s) for development, etc.

Response 3-149

This comment is noted, and LACCD will obtain all required fire protection, fire flow, access road(s) approval from the Los Angeles Fire Department.

Comment 3-150

Water meters are not permitted within the limits of a driveway.

Response 3-150

This comment is noted, and the Design Build Team will be informed of and subject to this requirement.

Comment 3-151

For any on site irrigation system for the proposed landscape, the Developer shall construct dual separate systems, one for recycled water and one for potable water.

Response 3-151

See Response 3-5.

Comment 3-152

Submit a grading plan accompanied by a soil and geology report for review and approval prior to approval of the final map. The grading plans must show and call out the construction of at least all the drainage devices and details, the paved driveways, the elevation and drainage of all pads, and the LID devices. The Developer is required to show and call out all existing easements on the grading plans and obtain the easement holder approvals prior to the grading plans approval.

Response 3-152

This comment is noted, and the Design Build Team will be informed of and subject to this requirement.

Comment 3-153

Surface water generated from the property shall follow Low Impact Development guidelines as outlined in the County of Los Angeles Low Impact Development Standards Manual, January 2009.

Response 3-153

See Response 3-26.

Comment 3-154

Submit a traffic impact study for the City Engineer's review and approval.

Response 3-154

The Traffic Impact Assessment prepared for the proposed project was previously submitted to the City.

Comment 3-155

The developer shall abide by the NPDES permit requirements issued to the City.

Response 3-155

See Response 3-26.

Comment 3-156

The developer shall secure a WDID number along with his SWPPP.

Response 3-156

This comment is noted and is standard LACCD practice.

Comment 3-157

If any hazardous material is encountered on the site that has the potential to reach the ground water supply, the Developer shall secure a permit for the State Regional Water Quality Control Board.

Response 3-157

Any hazardous materials discovered during demolition or construction will be subject to applicable agency notification requirements and response procedures in accordance with federal and State regulations.

Comment 3-158

If any hazardous material is encountered on the site, the developer shall secure an ID number from the EPA.

Response 3-158

This comment is noted and is standard LACCD practice.

Comment 3-159

Developer must comply with all applicable South Coast Air Quality Management District (AQMD) regulations.

Response 3-159

This comment is noted and is standard LACCD practice.

Comment 3-160

The developer shall deploy Best Management Practices during and after construction.

Response 3-160

This comment is noted and is standard LACCD practice.

Comment 3-161

The developer shall complete city Industrial Waste Application.

Response 3-161

This is not applicable to LACCD as the proposed project is not an industrial use.

Comment 3-162

Comply with all Federal, State, and local agency requirements pertaining to the Clean Water Act, which established regulations, set forth in the Countywide National Pollutant Discharge Elimination System (NPDES) Permit. Pay NPDES review fees. Additional requirements may be required as a result of review.

Response 3-162

LACCD will comply with all federal, State, and local agency in regards to the NPDES permit.

Comment 3-163

Prior to issuance of a release of Use and Occupancy, all the above conditions shall be complied with and all the improvements are in place.

Response 3-163

The DSA Inspector, not the City of South Gate, will sign-off on the proposed project for use and occupancy.

Comment 3-164

Prior to issuance of Use and Occupancy, the Developer shall submit proof to the City Engineer that they have complied with all the Fire Department requirements.

Response 3-164

The DSA Inspector, not the City of South Gate, will sign-off on the proposed project on-site scope of work when all requirements, including the Los Angeles Fire Department requirements, have been met.

As required by Section 15088 of the CEQA Guidelines, this chapter provides corrections or clarifications to the Supplemental Draft EIR. None of the corrections and additions constitutes significant new information or substantial project changes as defined by Section 15088.5 of the CEQA Guidelines. Corrections and additions to the Supplemental Draft EIR are provided in underline or ~~strikeout~~ text as needed to indicate an addition or deletion, respectively.

CHAPTER 2.0 SUMMARY

- Supplemental Draft EIR page 2-6, 2nd bullet revise as follows:
 - **Cultural Resources (Historical Resources).** The project site is part of a California Register-eligible Historic District, and Buildings 1, 2 and 3 are individually eligible for listing in the California Register. Building 4, the pedestrian bridge connecting Buildings 21 and 32, and the concrete wall/wrought iron fence with gate posts contribute to the California Register-eligible South Gate Historic District. The demolition of these historical resources would result in a significant and unavoidable impact. Mitigation measures are proposed to address these impacts; however, no feasible mitigation measures were identified to reduce the significant impact to a less-than-significant level.
- Supplemental Draft EIR page 2-6, Table 2-1, Mitigation Measures **CR1** and **TT1**, revise as shown below under headings Section 4.3 Cultural Resources and Section 4.8 Transportation and Traffic.

CHAPTER 3.0 PROJECT DESCRIPTION

- Supplemental Draft EIR page 3-6, 3rd paragraph, 6th and 7th sentences revise as follows:

Initially, ~~700~~750 surface parking spaces would be provided in the southern portion of the project site. When student enrollment reaches a level that dictates the need for additional parking, the northern portion of the site would be improved with an additional ~~650~~600 parking spaces.
- Supplemental Draft EIR page 3-9, 3rd paragraph revise as follows:

As discussed in Chapter 3.0 Project Description, construction activities would occur in three phases and are anticipated to begin in January ~~or February 2016~~2017.

SECTION 4.3 CULTURAL RESOURCES

- Supplemental Draft EIR page 4.3-12, Mitigation Measures **CR1**, revise as follows:

CR1 Impacts resulting from the demolition of Buildings 1, 3, and 4 and a pair of historic gate posts shall be minimized through archival documentation of as-built and as-found condition. Prior to issuance of demolition permits, the lead agency shall ensure that documentation of the buildings and structures proposed for demolition is completed in the form of a Historic American Building Survey (HABS) ~~Level I~~ documentation that shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation (National Park Service [NPS] 1990). The documentation shall generally follow the HABS Level III requirements and include large-format digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History (NPS 1983). The original archival-quality documentation shall be offered as donated material to the new campus library where it would be available for

current and future generations. Archival copies of the documentation also would be submitted to the South Gate's Leland R. Weaver Public Library where it would be available to local researchers. Completion of this mitigation measure shall be monitored and enforced by the LACCD.

SECTION 4.6 LAND USE AND PLANNING

- Supplemental Draft EIR page 4.6-1, 2nd paragraph, revise as follows:

The 18.5-acre project site is located at the northwest corner of the Firestone Boulevard/Santa Fe Avenue intersection in the City of South Gate. The City's General Plan designates the project site Mixed Commercial/Industrial, and the site is zoned ~~Heavy Manufacturing (M-3)~~ Industrial Flex (IF). According to the General Plan, the project site is part of Subarea 1 of the South Gate College District (SGCD), which states that civic/institutional and open space uses are highly desirable.

- Supplemental Draft EIR page 4.6-7, 1st paragraph, revise as follows:

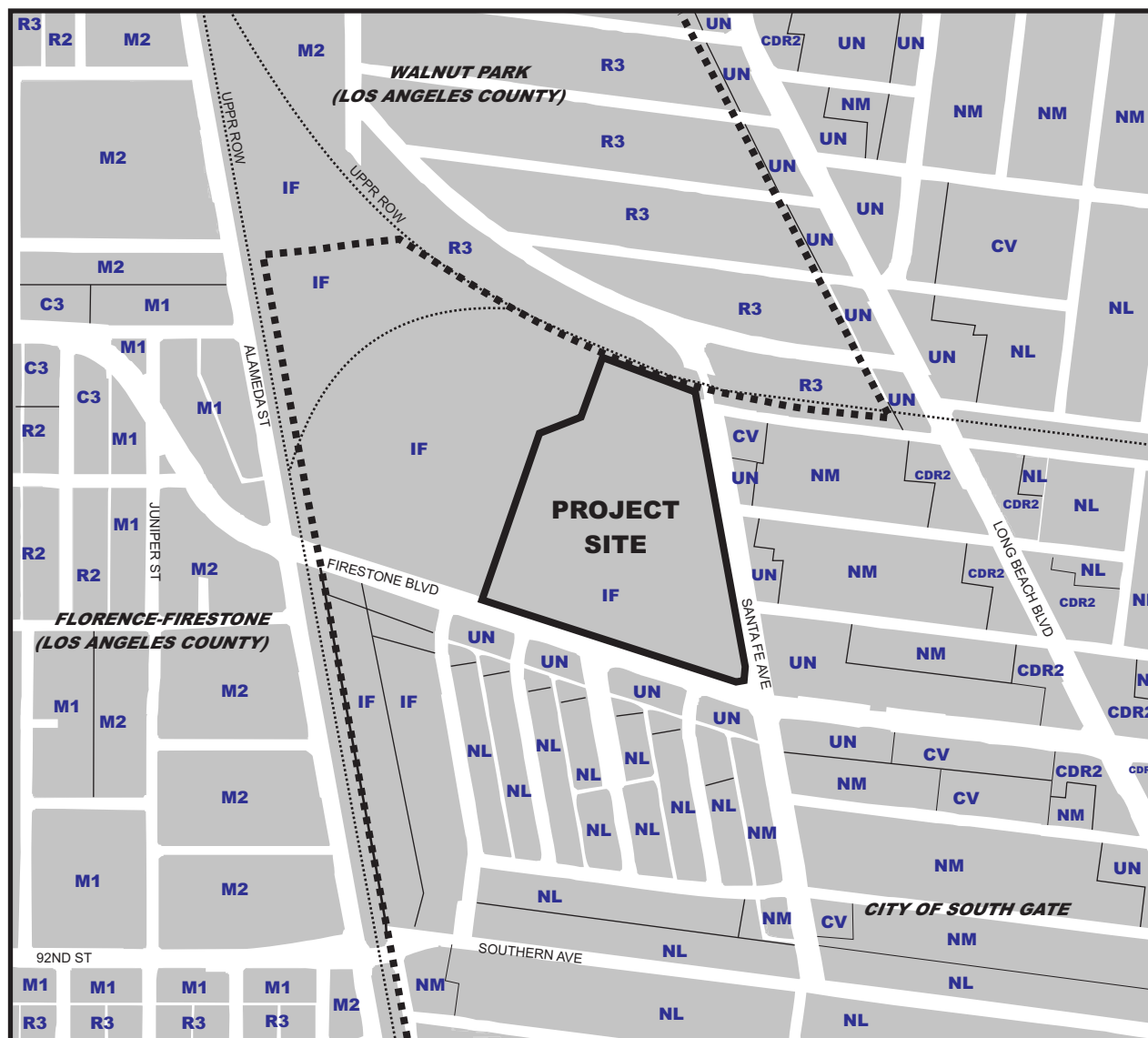
City of South Gate Comprehensive Zoning Code (CZC). Title 11 of the South Gate Municipal Code (SGMC) contains the CZC. The CZC serves as the primary implementation tool of the General Plan. The General Plan is a policy document that sets forth direction for development decisions and the CZC is a regulatory ordinance that establishes specific standards for the use and development of all properties in the City. The CZC regulates development intensity using a variety of methods, such as setting limits on building setbacks, yard landscaping standards, and building heights. The CZC also indicates which land uses are permitted in the various zones. As shown in **Figure 4.6-3**, the zoning designation for the project site is ~~Heavy Manufacturing (M-3)~~ Industrial Flex (IF). ~~The Heavy Manufacturing (M-3) zoning designation allows for high intensity manufacturing uses, as well as lower intensity manufacturing uses categorized under the light manufacturing (M-2) and commercial manufacturing (C-M) zoning designations. Institutional land uses are permitted under all three of these industrial zoning designations. The Industrial Flex zone permits Traditional College campuses by Conditional Use Permit (CUP) and Non-Traditional College's campuses are permitted as a primary use subject to compliance with all applicable provisions of the Zoning Code, subject to first obtaining a Code Compliance Certificate. The CZC defines a Traditional College Campus as a college in a traditional multi-building campus setting for educational purposes and providing faculty offices, student services, and on-campus student housing. A Non-Traditional College campus is defined as a college in a business/office-oriented setting that does not include any form of student housing.~~

- Supplemental Draft EIR page 4.6-7, replace **Figure 4.6.3**.

See updated **Figure 4.6.3**.

- Supplemental Draft EIR page 4.6-9, 2nd paragraph, revise as follows:

~~While the CZO update is in the process of being completed, zoning of the project site remains Heavy Manufacturing (M-3). An update to the CZO was adopted by the South Gate City Council on April 28, 2015, and the project site is zoned Industrial Flex (IF) which allows college uses. Nonetheless, as discussed above, CGC Section 53094 includes provisions for school districts to exempt classroom facilities from local zoning regulations.~~



LEGEND:

 Project Site  City of South Gate Boundary

C3	General Commercial	UN	Urban Neighborhood
CM	Commercial Manufacturing	NL	Neighborhood Low
M1	Light Manufacturing	NM	Neighborhood Medium
M2, M3	Heavy Manufacturing	CV	Civic
R2	Two-Family Residential	CDR2	Corridor 2
R3	Multiple Residential		
R4	Restricted Service Zone		

SOURCE: SCAG 2008 and TAHA, 2016.



- Supplemental Draft EIR page 4.6-10, 3rd paragraph, revise as follows:

While California Government Code Section 53094 includes provisions for school districts to exempt classroom facilities from local zoning regulations, the proposed project would be consistent with applicable local plans and policies regardless. As discussed above, the project site is designated Mixed Commercial/Industrial and is located in Subarea 1 of the SGCD. The introduction of a full service institutional use would serve as an anchor to the revitalization of the surrounding community and future development, consistent with the City vision for the project area. Also, as discussed above, an update to the CZO was adopted by the South Gate City Council on April 28, 2015, and the project site is zoned Industrial Flex (IF) which allows college uses. Specifically, the Industrial Flex zone permits Traditional College campuses by Conditional Use Permit (CUP) and Non-Traditional College's campuses are permitted as a primary use subject to compliance with all applicable provisions of the Zoning Code, subject to first obtaining a Code Compliance Certificate. The CZC defines a Traditional College as a college in a traditional multi-building campus setting for educational purposes and providing faculty offices, student services, and on-campus student housing. A Non-Traditional College is defined as a college in a business/office-oriented setting that does not include any form of student housing. Because the proposed project does not include student housing and is not a multi-building campus, the proposed project would be considered a Non-Traditional College and would be permitted subject to compliance with all applicable provisions of the Zoning Code, subject to first obtaining a Code Compliance Certificate. the City is in the process of updating its zoning code to reflect the vision, goals, objectives, and policies and development intensities established within the General Plan. Nonetheless, the proposed project remains zoned Heavy Manufacturing (M-3), which allows for high-intensity manufacturing uses, as well as lower-intensity manufacturing uses categorized under the Light Manufacturing (M-2) and Commercial Manufacturing (C-M) zones. Institutional land uses are permitted under all three of these industrial zones. The proposed project is also consistent with the City of South Gate Municipal Code in relation to height. The proposed building ~~and parking structure~~ would not exceed the maximum building height permitted in the ~~Heavy Manufacturing (M-3)~~ Industrial Flex (IF) zone of 4 stories, or 85 feet, whichever is less. The new building would be approximately 50 feet tall and be consistent with all applicable regional and local plans and policies. Therefore, impacts related to land use consistency would be less than significant.

- Supplemental Draft EIR page 4.6-11, 1st paragraph, revise as follows:

Implementation of the proposed project would initially provide ~~700~~750 surface parking spaces in the southern portion of the project site for approximately 5,000 students. This equates to a parking ratio of ~~0.14~~0.15 spaces per ~~school population student~~. ~~When student enrollment reaches a level that dictates the need for additional parking, The District will monitor parking demand over time. If the parking ratio at any time falls below 0.10 spaces per student, additional parking would be constructed to meet this minimum ratio.~~ The northern portion of the site would be improved with an additional 650~~600~~ parking spaces for a total of 1,350 parking spaces for a maximum enrollment of 9,000 students. This equates to a parking ratio of 0.15 spaces per school population student, or approximately twice the parking ratio derived from the parking accumulation survey conducted at the existing SGEI. Therefore, impacts related to parking would be less than significant. Nonetheless, ELAC and the City of South Gate will work together to address potential parking issues that might arise in nearby residential neighborhoods. If deemed necessary by the City and agreed by the ELAC after the campus opens, ELAC and the City will cooperate in the development of a Neighborhood Parking Management Program. As part of this collaborative effort, ELAC will provide the City with a one-time payment of \$20,000 to fund a parking study and related implementation actions for the program. The \$20,000 shall be applied by the City as follows: a City parking study for a possible permit-parking district (\$5,000); new City permit-parking signage and on-going maintenance of signage (\$5,000); and on-going City enforcement and issuance of permits to residents (\$10,000).

To further ensure students do not park in adjacent residential neighborhoods, LACCD will circulate flyers with parking instructions to students during peak enrollment periods. LACCD will also provide parking instructions to students on a social media site and on the ELAC website. In addition, signs will be placed on campus instructing students not park in the adjacent residential neighborhoods. Los Angeles County Sheriff Department (LASD) on-site personnel will also direct students to park on campus and not in adjacent residential neighborhoods.

SECTION 4.8 TRANSPORTATION AND TRAFFIC

- Supplemental Draft EIR page 4.8-11, 1st sentence revise as follows:

As discussed in Chapter 3.0 Project Description, construction activities would occur in three phases and are anticipated to begin in January ~~or February 2016~~ 2017.

- Supplemental Draft EIR page 4-8-23, 2nd to last paragraph, revise as follows:

Firestone Boulevard Proposed Signalized Driveway (east of Calden Avenue). This access point is located along the north side of Firestone Boulevard, approximately 135 feet east of Calden Avenue (as measured from the centerline of the driveway to the centerline of Calden Avenue). Based on information provided by the City of South Gate pursuant to the Conditions of Approval of the nearby Calden Court Apartments project, a traffic signal has been approved for installation at the intersection of Calden Avenue and Firestone Boulevard. ~~In addition, if and when redevelopment of the adjacent HON site occurs, it is assumed that the Applicant of the HON project would be required to tie into the Calden Avenue/Firestone Boulevard traffic signal and construct the fourth leg of the intersection (i.e., in the area directly across from Calden Avenue which is under HON ownership). Under this analysis condition, the existing shared access point on Firestone Boulevard would likely be closed and the north leg of the signalized Calden Avenue/Firestone Boulevard intersection would facilitate vehicular access for both the redeveloped HON shopping center and the proposed project.~~

- Supplemental Draft EIR page 4-8-23, 2nd paragraph, 4th sentence, revise as follows:

The secondary project driveway proposed on Firestone Boulevard would be located opposite Firestone ~~Place~~ Plaza, and this driveway will be limited to right-turn ingress and right-turn egress movements only.

- Supplemental Draft EIR page 4-8-26, 3rd paragraph, 2nd sentence, revise as follows:

As discussed with the City, LACCD will ~~likely~~ be responsible for the design and construction of the joint traffic signal in order to facilitate all turning movements with the signal in an offset configuration and will receive partial reimbursement in the future.

- Supplemental Draft EIR page 4.8-27, Mitigation Measures **TT1**, revise as follows:

TT1 LACCD shall install a traffic signal and associated roadway restriping and signage at the Santa Fe Avenue/Project Driveway-Orchard Place intersection. ~~to provide a~~ A northbound left-turn lane will be provided and the traffic signal will be designed to prohibit/preclude eastbound and westbound through movements while allowing for exiting (eastbound) left/right-turn movements and a southbound left-turn lane.

APPENDIX A

Draft EIR Comment Letters



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

July 6, 2016

Thomas Hall
Los Angeles Community College District
770 Wilshire Boulevard, 6th Floor
Los Angeles, CA 90017

Subject: 2015 South Gate Educational Center Master Plan (Formerly titled 2015 Firestone Education Center Master Plan)
SCH#: 2010121044

Dear Thomas Hall:

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. The review period closed on July 5, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1-1

**Document Details Report
State Clearinghouse Data Base**

SCH# 2010121044
Project Title 2015 South Gate Educational Center Master Plan (Formerly titled 2015 Firestone Education Center)
Lead Agency Master Plan)
Los Angeles Community College District

Type SIR Supplemental EIR
Description Implementation of proposed 2015 South Gate Educational (SGEC) Master Plan consists of the construction and operation of a new LACCD satellite campus to replace the existing SGEC, provide expanded and improved educational facilities, and accommodate existing and project student enrollment. The primary differences between the 2013 Master Plan and the proposed 2015 Master Plan is that Buildings 1 and 3 are now being proposed for demolition, and a parking structure is no longer proposed to be constructed on-site. In lieu of the parking structure, additional surface parking would be provided on-site. Consistent with 2013 Master Plan, Building 2 would remain on-site, Building 4 would be demolished, and a new approximately 100,000 gsf, three story educational building would be constructed.

Lead Agency Contact

Name Thomas Hall
Agency Los Angeles Community College District
Phone 213 891 2119 **Fax**
email
Address 770 Wilshire Boulevard, 6th Floor
City Los Angeles **State** CA **Zip** 90017

Project Location

County Los Angeles
City South Gate
Region
Lat / Long 33° 57' 32" N / 118° 13' 14" W
Cross Streets Santa Fe Avenue/Firestone Blvd.
Parcel No. 620-4034-900
Township 3S **Range** 12W **Section** **Base**

Proximity to:

Highways I-105
Airports No
Railways UPRR, Alameda Cor.
Waterways No
Schools SGHS, Stanford ES, etc.
Land Use Z: Heavy Manufacturing
GP: Mixed Commercial/Industrial, Subarea 1 South Gate College District

Project Issues Air Quality; Archaeologic-Historic; Toxic/Hazardous; Traffic/Circulation; Landuse; Other Issues; Aesthetic/Visual; Noise; Recreation/Parks; Schools/Universities; Growth Inducing

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; California Highway Patrol; Caltrans, District 7; State Water Resources Control Board, Division of Drinking Water, District 22; State Water Resources Control Board, Division of Financial Assistance; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Date Received 05/20/2016 **Start of Review** 05/20/2016 **End of Review** 07/05/2016



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

June 16, 2016

Thomas Hall, Director
Los Angeles Community College District
Facilities Planning and Development
770 Wilshire Boulevard, 6th Floor
Los Angeles, CA 90017

Dear Mr. Hall:

NOTICE OF AVAILABILITY OF A SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT REPORT, "2015 SOUTH GATE EDUCATIONAL CENTER MASTER PLAN", CONSISTS OF THE CONSTRUCTION AND OPERATION OF A NEW LACCD SATELLITE CAMPUS TO REPLACE THE EXISTING SGEC, PROVIDE EXPANDED AND IMPROVED EDUCATIONAL FACILITIES, AND ACCOMMODATE EXISTING AND PROJECTED STUDENT ENROLLMENT, 2525 FIRESTONE BOULEVARD, SOUTH GATE (FFER 201600083)

The Notice of Availability of a Supplemental Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. We have no comments at this time.

LAND DEVELOPMENT UNIT:

1. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.

2-1

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER
BRADBURY

CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA
CUDAHY

DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLENDALE
HAWAIIAN GARDENS
HAWTHORNE

HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
INGLEWOOD
IRVINDALE
LA CANADA FLINTRIDGE
LA HABRA

LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER
LAWNDALE
LOMITA
LYNWOOD

MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT
PICO RIVERA

POMONA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD
SAN DIMAS
SANTA CLARITA

SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAGE
WHITTIER

2. The statutory responsibilities of the County of Los Angeles Fire Department's Land Development Unit are to review and comment on all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within contract cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities located within non-contract Cities. The County of Los Angeles Fire Department's Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division, which may create a potentially significant impact to the environment.
3. Every building constructed shall be accessible to Fire Department's apparatus by way of access roadways with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
4. When involved with subdivision in a city contracting fire protection with the County of Los Angeles Fire Department, Fire Department's requirements for access, fire flows, and hydrants are addressed during the subdivision tentative map stage.
5. Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.
6. The development may require fire flows up to 8,000 gallons per minute at 20 pounds per square inch residual pressure for up to a four-hour duration as outlined in the 2002 County of Los Angeles Fire Code Appendix III-AA. Actual fire flow will be determined utilizing Appendix B Table B105.1 of the County of Los Angeles Fire Code.
7. Fire hydrant spacing shall be based on fire flow requirements as outlined in the 2002 County of Los Angeles Fire Code Appendix III-BB. Additional hydrants will be required if hydrant spacing exceeds specified distances.

8. 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 and at the end of all cul-de-sacs.
9. All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure.
10. Driveway width for non-residential developments shall be increased when any of the following conditions will exist:
 - a) 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.
 - b) Provide 42 feet in-width when parallel parking is allowed on each side of the access roadway/driveway.
 - c) Any access way less than 34 feet in-width shall be labeled "Fire Lane" on the final recording map and final building plans.
 - d) 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.
11. All access devices and gates shall meet the following requirements:
 - a) Any single gated opening used for ingress and egress shall be a minimum of 26 feet in-width, clear-to-sky.
 - b) 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-sky.
 - c) 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.

- d) All limited access devices shall be of a type approved by the Fire Department.
 - e) 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.
- 12. All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to implementation.
 - 13. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.
 - 14. The County of Los Angeles Fire Department's Land Development Unit's comments are general requirements. Specific fire and life safety requirements and conditions set during the environmental review process will be addressed and conditions set at the building and fire plan check phase. Once the official plans are submitted for review there may be additional requirements.
 - 15. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department's Land Development Unit's Inspector Nancy Rodeheffer at (323) 890-4243.
 - 16. The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.

2-1
cont.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

- 1. The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

2-2

Thomas Hall, Director
June 16, 2016
Page 5

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department has no objection to the project at this time. It appears that the Cal/EPA Department of Toxic Substances Control (DTSC) is the environmental agency currently overseeing environmental assessment and remediation activities of onsite contamination issues.

2-3

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



KEVIN T. JOHNSON, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

KTJ:ad



City of South Gate

8650 CALIFORNIA AVENUE • SOUTH GATE, CA 90280 • (323) 563-9529
FAX: (323) 567-0725

COMMUNITY DEVELOPMENT

June 30, 2016

Thomas Hall, Director
Facilities Planning and Development
Los Angeles Community College District
770 Wilshire Boulevard, 6th Floor
Los Angeles, CA 90017

RE: CITY OF SOUTH GATE COMMENTS TO THE SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR SOUTH GATE EDUCATIONAL CENTER

Dear Mr. Hall,

The purpose of this letter is to outline our findings and comments regarding the Supplemental Draft Environmental Impact Report (EIR) prepared for the planned South Gate Educational Center. The proposed project consists of the demolition of the former Firestone Tire and Rubber Plant and construction and operation of a new Los Angeles Community College District (LACCD) satellite campus with surface parking and an approximately 100,000 square foot, three-story educational building that will accommodate a maximum enrollment of 9,000 students.

The City of South Gate (City) is supportive of the project and we appreciate your communication on this development. Furthermore, we recognize the project's importance to the LACCD, City of South Gate, and surrounding communities. Attached to this letter is a list of comments generated as a result of our review of the Supplemental Draft EIR. While listed in the order presented in the Supplemental EIR, our comments can be considered to fall into one of four major areas of focus for the City. The following is a summary of these four areas of concentration:

PROTECTION AND PRESERVATION OF RESIDENTIAL NEIGHBORHOODS

As discussed in past meetings with representatives of East Los Angeles College (ELAC), it is vital that ELAC take actions to minimize impacts to the residential neighborhoods located to the east, south and north of the proposed Educational Center. Of particular concern are ensuring pedestrian safety and preventing students from parking vehicles in nearby residential neighborhoods. This concern is heightened due to the situation at the existing ELAC South Gate Educational Center located on Calden Avenue in the City of South Gate. Students parking in the adjacent residential area have resulted in resident complaints due to reduced street parking. It is, therefore, critical that effective measures be taken to avoid similar impacts to the residential neighborhoods near the proposed campus. Some examples of actions to be taken include:

issuance of no-fee student parking permits to eliminate the financial barrier for students to park on-campus; on-going communication through the campus' regular and social media reminding students not to park in residential areas; deployment of campus staff, if necessary, on Santa Fe Avenue and/or Firestone Boulevard to inform students that parking in residential areas is not allowed; and completion of the northern parking lots, without waiting for campus expansion, to maximize on-campus parking for students. It is also important that parking lots be developed with standard size stalls (9'x20') to avoid circulation and parking problems on-site.

TRAFFIC AND CIRCULATION

With a proposed enrollment of 9,000 students and over 7,100 projected vehicle trips, traffic and circulation patterns in and around the campus must be comprehensively analyzed. The proposed campus will be served primarily by Firestone Boulevard and Santa Fe Avenue; thus the potential impacts to these streets, as well as the surrounding network of streets, must be comprehensively addressed. While the traffic study appropriately includes an intersection capacity analysis using the Level of Service method, it does not include an analysis nor measures that could mitigate the potential for operational issues. Further, the study does not consider the City's Firestone Boulevard Regional Corridor Capacity Enhancement Projects (Firestone Corridor Project) and this presents an issue. For example, the study recommends the installation of a dedicated westbound right-turn lane at Santa Fe Avenue, but it conflicts with the improvements proposed in the Firestone Corridor Project. To avoid conflicts and reduce the potential for operational issues, the Supplemental Draft EIR shall include the following:

- Include a capacity analysis of a proposed roadway design that integrates the development's traffic mitigation measures with the Firestone Corridor Project. This capacity enhancement project proposes three travel lanes per direction. The development shall consider terminating the third westbound lane, at Santa Fe Avenue, and reinitiating it west of Santa Fe Avenue as a deceleration/acceleration lane to service the driveways proposed pm Firestone Boulevard.
- Analyze potential impacts to residential streets within a 500-foot radius of the proposed campus. Currently, there is no discussion of pedestrian, parking, traffic or any operational issues on Laurel Place, Orchard Place, or any other residential street in the immediate vicinity.
- Access to and from Santa Fe Avenue from Laurel Place, Orchard Place, and from the most northerly and southerly campus driveways shall be limited to right-turn movements only. Said access points shall be controlled with individual raised landscaped medians designed as "pork chops."
- Include an additional analysis of a proposed roadway design for Santa Fe Avenue that would integrate a new multi-purpose lane on the east side of the street, in lieu of a bike lane. The multi-purpose lane could serve bicycles, cars, buses, etc. It could also serve to improve ingress/egress to the campus. The multi-purpose lane shall span the entire campus frontage, and terminate at Firestone Boulevard, as a dedicated, southbound right-turn lane.
- The proposed signalized intersection on Santa Fe Avenue and Orchard Place is in close proximity to the railroad tracks. Coordinate with the California Public Utilities Commission (CPUC) and/or Union Pacific Railroad (UPRR). UPRR and CPUC will likely require a queuing analysis to confirm vehicles are not fouling the tracks.
- All left turn pockets shall be designed with adequate storage such as the vehicles queues can be fully accommodated.
- Evaluate the potential for cut-through traffic on Calden Avenue, between Southern Avenue and Firestone Boulevard, and identify acceptable mitigation measures.

3-1
cont.

SITE AND BUILDING DEVELOPMENT - AESTHETICS

The proposed campus will be a highly visible asset in the City and, as such, needs to be designed and constructed in a manner that makes it a source of pride for the LACCD, students, faculty, and South Gate residents. Although the Supplemental EIR included no specific elevations or renderings, it is anticipated that the proposed 100,000 square foot building will be designed and developed to the same or better standards that resulted in the high-quality construction of the ELAC campus in Monterey Park, California. Such standards would include; lush landscaped set-back areas buffering the expansive surface parking lots along Firestone Boulevard and Santa Fe Avenue; decorative monument and wayfinding signage; and decorative lighting throughout the campus that is directed and shielded away from surrounding properties. The proposed building would incorporate well fenestrated and articulated elevations to avoid blank walls as well as a variety of decorative materials and variable roof lines for enhanced architectural interest.

CAMPUS OPERATIONS – SECURITY AND MAINTENANCE

The City's responses include operational considerations that address issues such as campus security and maintenance. To ensure that security is a priority, the following equipment and actions would be provided: blue lights or safety phones; surveillance cameras and monitoring system; patrol by trained LACCD Safety Officers; development and implementation of a tactical readiness plan; establishment of emergency operations center; and provision of on-campus emergency shelter sites. Furthermore, in order to keep the campus and adjacent area clean, regular and frequent removal of trash and debris from the campus and surrounding public right-of-way would be undertaken by LACCD staff. Again, the City's comments are intended to make sure the campus is safe and well-maintained into the foreseeable future.

Thank you for your consideration of these comments. If you have any questions, please feel free to contact Alvie Betancourt, Senior Planner, at (323) 563-9526.

Sincerely,



Joe Perez,
Community Development Director

Attachment: City of South Gate Comments to Supplemental EIR

3-1
cont.

**Review of 2015 South Gate Educational Master Plan
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NO.	Section	Page	Comments
1	General Comment		Off-site parking impacts on public streets based on the proposed development shall be analyzed and mitigated.
2	General Comment		Pedestrian impacts on public streets shall be analyzed and mitigated based on a process and schedule acceptable to the City. Mitigations could include conducting pedestrian surveys, identifying impacts and implementing solutions after the development is complete. Regardless, the analysis, potential impacts and mitigations shall be included in the draft EIR.
3	General Comment		Implement a maintenance program to maintain the public right-of-way, along the entire frontage of the campus, on a daily basis, inclusive of the abatement of trash, graffiti, weeds, debris, etc.
4	General Comment		As a water conservation measure, a future recycled water system will be installed on Firestone Boulevard across the development's frontage by the City. In anticipation of that future project, all landscaped areas shall be designed to connect by ELAC to the City's future recycled water system.
5	General Comment		Analyze parking and traffic impacts to residential streets within a 500-foot radius of the proposed campus.
6	General Comment		Include in the documents the following statement: "Any damage caused by the construction of the development to any public facilities including but not limited to roads, sidewalks, water system, sewer system, traffic signals, etc. shall be repaired to the satisfaction of the City Engineer."
7	General Comment		To minimize impacts to residents from student traffic, access to and from Santa Fe Avenue, from and to Laurel Place and Orchard Place shall be limited to right-turn movements only.
8	General Comment		The length of all left-turn lanes impacted by the project shall be designed to accommodate traffic volumes in the proposed condition. Traffic queuing shall be managed to avoid safety, operational and delay issues.
9	General Comment		Include an additional analysis of a traffic plan for Santa Fe Avenue that would integrate a new multi-purpose lane on the east side of the street, in lieu of a bike lane. The multi-purpose lane could serve bicycles, cars, buses, etc. It could also serve for dedicated in-gress/egress to the campus. The multi-purpose lane shall terminate at Firestone Boulevard, as a dedicated right-turn lane.
10	General Comment		Enhance the discussion on bus transit service. Identify the demand for bus transit, and the location of facilities such as bus stops, shuttle stops, etc.
11	General Comment		Evaluate whether dedicated turn lanes are required for the proposed traffic signal at Calden/Firestone.

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12	General Comment		Include an analysis of a traffic plan that would integrate the proposed traffic mitigations on Firestone Boulevard into the Firestone Boulevard Regional Corridor Capacity Enhancement Project (City Project). The project proposes three lanes per direction. City will consider terminating the third westbound lane, at Santa Fe Avenue, and reinitiating it west of Santa Fe Avenue as a deceleration/acceleration lane to service the Firestone Boulevard driveways.
13	General Comment		Blue lights or safety phones shall be provided throughout the campus.
14	General Comment		The campus shall be equipped with a surveillance camera and monitoring system.
15	General Comment		The campus shall be patrolled by LACCD Safety Officers. If to be armed, proper permits and measures shall be taken.
16	General Comment		The following trainings and preparedness classes shall be offered on campus: (a) Active Shooter Training and Drills, (b) Sexual Assault Training, (c) Behavioral Intervention and Threat Assessments Teams, and (d) Physical and Cyber Security.
17	General Comment		The campus shall prepare the following tactical readiness plans: (a) Emergency Preparedness Plan, including drills and (b) Emergency Notification System.
18	General Comment		District and/or campus emergency operations centers shall be established.
19	General Comment		Provide and address emergency shelter sites on campus.
20	TT4 in EIR		TT4 indicates that ELAC shall coordinate with the City in an effort to enhance and expand the current network of bicycle routes serving the campus. Traffic study shall analyze and identify opportunities that could enhance bike access to the campus.
21	2.3	2-2	Under Transportation and Traffic (Circulation System and Congestion Management Program [CMP]), this is concerning that no feasible mitigation measures were identified to reduce the significant impact related to the CMP (i.e., intersection) to a less-than-significant level. Identify what mitigation is needed to mitigate, and include a discussion as to why the mitigations are not feasible.
			Propose right-in/right-out only on all access points along Santa Fe Avenue, with the exception of Orchard Place where left-turns in to the campus and left turns to northbound Santa Fe Avenue traffic lanes will be permitted.
			Include an analysis on the possible pedestrian, parking and traffic impacts to Orchard Place and Laurel Place, and how the impacts will be mitigated. Incorporate "pork chop" islands to limit ingress/egress traffic to right turn movements.
			For the uncontrolled driveways on Santa Fe Avenue, install positive improvements to prevent left-turn movements onto Santa Fe Avenue. "Pork chops" shall be incorporated into the design.

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22	2.5	2-4	a. Project shall comply with the latest requirements of the NPDES (MS4) Permit such as the Low Impact Development Standards, etc.; however, any and all storm water regulations shall be complied with.
			b. Confirm the parking lots have sufficient parking to accommodate student demand. ELAC shall consider making parking free to students to ensure students don't park on neighborhood streets. Must develop a plan to maintain all parking on campus.
23	2.6	Figure 2-1	Provide a copy of the archival as-built and as-found condition documentation to the City of South Gate.
24	2.6	2-10	Intersection No. 9: Santa Fe Avenue/Project Driveway-Orchard Place, proposes to provide a southbound left-turn lane. Southbound left-turn movements on to Orchard Place shall be prohibited, to minimize impacts to residents.
25	2.6	2-10	Under mitigation measures, "TT1, Intersection No. 9: Santa Fe Avenue/Project Driveway-Orchard Place," need to design such that student ingress/egress traffic cannot utilize Orchard Place.
			Under mitigation measures, "TT1, Intersection No. 9: Santa Fe Avenue/Project Driveway-Orchard Place," raised medians (pork chop on the east side of the Santa Fe Avenue and Orchard Place intersection) shall be utilized to mitigate potential traffic impacts. Further, the proposed traffic signal shall be designed to interconnect with the traffic signal located at the intersection of Firestone Boulevard and Santa Fe Avenue.
			Under mitigation measures, "Transportation & Traffic - Operations" Need to include the traffic signal proposed at the intersection of Firestone Boulevard and Calden Avenue as part of the mitigation measure.
26	2.6	2-11	Under Congestion Management Program, although not feasible, identify what mitigation is needed. Demonstrate that mitigations are not feasible.
27	3.4	3-6	The report indicates that additional surface parking will be provided once enrollment reaches a higher level and that in the meantime the northern portion will be improved with decompressed granite and be fenced. These northern parking lots should be completed without waiting for enrollment expansion in order to provide additional student parking and prevent campus-related parking in residential neighborhoods. If the completion of the northern parking lots is delayed, decorative fencing (not chain link) and landscaping is to be installed on the southern and eastern perimeters to screen the parking lots from Firestone Boulevard and Santa Fe Avenue.
			Parking lots shall be developed with standard parking stalls (9'x20') to reduce circulation and parking issues.

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28	3.4	Figure 3-3	Include an additional analysis of a traffic plan for Santa Fe Avenue that would integrate a new multi-purpose lane on the east side of the street, in lieu of a bike lane. The multi-purpose lane could serve bicycles, cars, buses, etc. It could also serve for dedicated in-gress/egress to the campus. The multi-purpose lane shall terminate at Firestone Boulevard, as a dedicated right-turn lane.
29	3.5	3-9	a. These proposed improvements should be consistent with the Firestone Boulevard Capacity Enhancement Regional Corridor Project improvements and incorporated into the design.
			b. Analyze development impacts giving consideration to the Firestone Boulevard Regional Corridor Capacity Enhancement Project.
30	3.4	3-8	Ingress and egress to and from Orchard Place to Santa Fe Avenue shall be limited to right turn movements.
			Point of clarification - ELAC shall design and construct traffic signal and the City to reimburse ELAC with fair share. The design shall be consistent with the Firestone Boulevard Regional Corridor Capacity Enhancement Project.
			Under Vehicle Circulation, the last paragraph is speculative and unnecessary. There are no guarantees that this will happen. The intersection that is built as part of this project might not require HON to do any additional traffic signal improvements in the future. The City cannot make any commitments in accordance with such language, at this time.
			Under Pedestrian Circulation, all public improvements within the public R/W shall meet ADA requirements. Further, the developer shall bring all facilities within the public right-of-way fronting the development to ADA standards.
			Under Landscaping and Open Space, development must comply with Low Impact Development and Water Efficiency ordinance. California Native, Drought tolerant plant material must be considered. All landscaped areas shall be designed to recycled water standards.
31	3.5	3-9	Under Phase 1, incorporate a material recycling program in accordance with City ordinances.
			Under Phase 1, during construction, importing and hauling material could impact public roadways. Identify, analyze and mitigate the impacts of a haul route.
			If solid waste produced on the campus will be collected by the City's waste hauler, coordinate a plan with the City and the waste hauler who is currently Waste Management.
			Under Phase 2, improvements need to include video detection, fiber interconnect, paving, striping, signing, parkways, bus stop, trees, lighting, etc.
			Under Phase 2, indicate that ADA compliant walking path shall be implemented at all times during construction.
			Under Phase 3, all utility services to the development shall be underground.

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32	4.1	4.1-1	Aesthetic improvements shall be coordinated with the City's Firestone Boulevard Regional Corridor Capacity Enhancement Project, which will be themed.
33	4.1	4.1-13	Large setback areas along Firestone Boulevard and Santa Fe Avenue shall include lush landscaping to screen the expansive parking lots from the public right of way. Open space/courtyards shall be provided throughout campus. The building shall incorporate well fenestrated and articulated elevations to avoid blank walls as well as variable roof lines. Parkway trees shall be installed along Firestone Boulevard and Santa Fe Avenue as appropriate and in coordination with the City. Decorative lighting fixtures shall be installed in parking areas and shall be directed and shielded appropriately to not illuminate surrounding properties. The building design shall integrate building-mounted lighting, consistent with the design and character of the structure, to aid in lighting pedestrian walkways/ paths, including mid-block connections, from parking lot areas to the building and/or streets. Decorative monument and wayfinding signs shall be installed throughout the parking lots and streets.
34	4.1	4.1-15	All construction activities shall be in compliance with storm water regulations. A construction permit shall be secured from the Regional Water Quality Control Board.
35	4.3	4.3-1	LACCD shall work with the City of South Gate to apply for Building 2 to be placed on the California Register of Historic Resources. It is recommended that any historical murals located in Building 1, 3 and 4 be preserved and relocated to an approved City location.
36	4.3	4.3-12	Provide a copy of the HABS documentation to the City, College Library, Weaver Library, and the South Gate Museum.
37	4.4	4.4-13	As a water conservation measure, a future recycled water system will be installed on Firestone Boulevard across the development's frontage by the City. In anticipation of that future project, all landscaped areas shall be designed to connect by ELAC to the City's future recycled water system.

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38	4.6	Figure 4.6-1	Uses that serve, and are used by, both the community college and the residents of South Gate should be included in the campus. This includes library, community meeting space, theaters, parks and plazas.
39	4.6	4.6-10	The text indicates that the project will provide bike racks and related amenities. This shall also identify how the project will tie to the City's Bicycle Master Plan and further expand on what other related amenities will be incorporated on campus (e.g. internal bike lanes/paths). LACCD shall require parking passes for all parking lots and make them free to all enrolled students, staff and faculty in order to mitigate off-street parking in the neighboring residential neighborhoods. There shall also be on-going communication through the campus' regular and social media reminding students not to park in residential areas; deployment of campus staff, if necessary, on Santa Fe Avenue and/or Firestone Boulevard to inform students that parking in residential areas is not allowed; and completion of the northern parking lots, without waiting for campus expansion, to maximize on-campus parking for students.
40	4.8	4.8-4	Traffic study shall include an analysis of the development giving consideration to the Firestone Boulevard Regional Corridor Capacity Enhancement Project.
41	4.8	4.8-8	Coordinate with Parks and Recreation to determine if the City's bus transit program (The Gate) should service the campus. Under Pedestrian and Bicycle Facilities, Santa Fe Avenue shall comply with the Bicycle Transportation Plan. However, include an additional analysis of a traffic plan for Santa Fe Avenue that would integrate a new multi-purpose lane on the east side of the street, in lieu of a bike lane. The multi-purpose lane could serve bicycles, cars, buses, etc. It could also serve for dedicated in-gress/egress to the school. The multi-purpose lane shall terminate at Firestone Boulevard, as a dedicated right-turn lane.
42	4.8	4.8-10	Right-of-way dedication shall be required along Firestone Boulevard along the property frontage, with the exception of the corner property (Firestone Boulevard and Santa Ave Avenue).
43	4.8	4.8-11	Construction Dates on the first paragraph appear to be incorrect and should be revised as needed. Under Circulation System, no closure is allowed on Firestone Boulevard at any time. Lanes closures could be permitted; however, with approval from the Department of Public Works, which will require traffic control plans and an engineer's stamp. Under Circulation System, any work in the public right of way shall be performed under an encroachment permit. Under Vehicle and Pedestrian Site Access, ADA compliant access must be maintained at all times.

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			The report identifies the need for 95,000 cubic yards of soil to be imported to site but does not state whether the new project will be graded and constructed at-grade or above-grade. the existing site is currently above-grade. Please clarify.
44	4.8	4.8-13	For Table 4.8-4, explain why there is a deduction from the "proposed project" with the "existing uses to be removed/vacated.
45	4.8	4.8-14	The City's Firestone Boulevard Regional Corridor Capacity Enhancement Project will expand the corridor to three lanes per direction within the next two years. In addition to the current analysis, the traffic study shall also consider an analysis that considers this corridor project.
46	4.8	4.8-18	Los Service drops from C to F (Santa Fe Ave./Project Driveway-Orchard Place) and deemed No Significant Impact; please explain.
			Clarify LACCD role in fair-share contribution towards the traffic signal as discussed.
47	4.8	4.8-23	Under Firestone Boulevard Proposed Signalized Driveway (east of Calden Avenue), "In addition, if and when redevelopment.....shopping center and the proposed project." This paragraph is speculative and unnecessary.
			Under Firestone Boulevard Proposed Signalized Driveway (east of Calden Avenue), last paragraph, Calden traffic signal is not "interim." It could be considered ultimate condition. Or, clarify what "interim" means.
			Under "Santa Fe Avenue Proposed Signalized Driveway (Opposite Orchard Place)", UPRR and CPUC will likely require a queuing analysis to confirm vehicles are not fouling the tracks. Coordinate with the UPRR as soon as possible.
48	4.8	4.8-24	Address the City's GATE (local bus transportation system) route and the relationship it will have to the proposed educational center. Currently one of the routes runs up Santa Fe Avenue to Independence Avenue and travels right past the project site every 20 minutes.
			In 2nd paragraph, replace Firestone "Place" with "Plaza".
49	4.8	4.8-25	Under the Mobility Element, the project needs to add bicycle facilities along Santa Fe Avenue. However, include an additional analysis of a traffic plan for Santa Fe Avenue that would integrate a new multi-purpose lane on the east side of the street, in lieu of a bike lane. The multi-purpose lane could serve bicycles, cars, buses, etc. It could also serve for dedicated in-gress/egress to the school. The multi-purpose lane shall terminate at Firestone Boulevard, as a dedicated right-turn lane.
50	4.8	4.8-26	Under Intersection No. 7: Project Driveway-Calden Avenue/Firestone Boulevard, the traffic signal is to be designed and constructed with the development. In accordance with past agreements, the fair share is 50%. Revise paragraph accordingly.

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51	4.8	4.8-27	Under Intersection No. 9: Santa Fe Avenue/Project Driveway-Orchard Place, " A southbound left-turn lane is prohibited. Need to add a channelized turn lane with a pork chop island.
			ELAC to coordinate with the California Public Utilities Commission (CPUC) and/or Union Pacific Railroad (UPRR). UPRR and CPUC will likely require a queuing analysis to confirm vehicles are not fouling the tracks. All costs associated with this coordination including construction costs are to be paid by ELAC.
			Under TT1, add a channelized turn lane with a pork chop island.
			Under TT2, how will this right-turn lane going to be possible given that the City is moving forward to install a 3rd lane
52	4.8	4.8-28	Under "Congestion Management Program", identify the mitigation needed even if it is significant and unavoidable impact.
1	Appendix A	Exh. C	Exhibit C - Identify the green shaded area. This must be "New Open Space" as well.
2	Appendix E - Transportation	17	Last paragraph– the way the report is written, it does not define clearly who will be responsible for the design and construction of the traffic signal at Calden/Driveway/Firestone intersection. It states "likely LACCD will be responsible for the design and construction". This needs to be more conclusive.
1	Responses provided by developer to the City's review comments on Traffic Impact Study (Dated August 2015)		Expand the Supplemental Traffic Assessment to identify pedestrian/bicycle crossing locations and add discussion regarding sidewalk widths.
			Both the City's General Plan and Bicycle Master Plan identify the proposed site location to include a bicycle hub with racks, lockers, and connection to transit. Re-iterate the bicycle hub designation in the revised Supplemental Traffic Assessment.
			On Page 2, under "Existing South Gate Education Center Site", clarify whether this site will be maintained or abandoned.
			The intersection of Santa Fe/Project Driveway-Orchard Place shall be designed in a manner to restrict east and westbound through movements.
			With anticipated increased ridership for transit, the buses will be stopped for longer periods of time. Analyze whether this will impact LOS and create queuing, and how to mitigate. Analyze for bus turn-outs as a mitigation measure.
			Propose pork chop island to restrict access points and turning movements to residential streets.

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1	ELAC's letter to Michael Flad on October 22, 2013	"Restriping of the eastbound and westbound Firestone Boulevard approaches to Santa Fe Avenue to provide a 10-foot wide through lane and a 12-foot wide right-turn only lane." This comment shall be revised to coordinate the configuration of the Firestone Boulevard lane assignments with the Department of Public Works to give consideration to the Firestone Boulevard Regional Corridor Capacity Enhancement Project. Traffic analysis shall consider the same.
		The City is not requiring the District to pay for, or contribute to, the cost of undergrounding the aerial utilities located along Santa Fe Avenue and/or Firestone Boulevard.
		Due to a change in direction, the District is required to dedicate land for the City's planned eventual widening of Firestone Boulevard.
		For public safety, ADA compliance and street beautification at the Santa Fe Avenue entrance to the proposed campus, the City is requiring that the District replace the sidewalk and curb on the western side of Santa Fe Avenue, between Ardmore and Orchard Place. The City is also requiring that the District resurface the sidewalk face on the west side of Santa Fe Avenue between Orchard Place and Firestone Boulevard.
		"The City is not requiring that a raised median and fence be installed on Santa Fe Avenue between Ardmore and Firestone Boulevard; however, the City and District agree to discuss the issue further in the event that mid-block pedestrian jay-walking becomes a safety issue following opening of the campus." To further integrate this requirement, the District shall analyze the potential impacts and mitigation measures, as a part of the study. Pursuant to the construction of the campus, the District and City shall conduct a one-year survey to further evaluate the matter. Any impacts shall be the responsibility of the District.
		"The City and the College agree to confer and work together to help avoid excessive parking by students in the adjacent neighborhood streets following opening of the campus. The District shall perform parking impact analysis by implementing on-site parking and expanding parking lot as necessary. In addition, the District shall perform pedestrian/parking study at the beginning of the 6th month after opening of the college." To further integrate this requirement, the District shall analyze the potential impacts and mitigation measures, as a part of the study. Pursuant to the construction of the campus, the District and City shall conduct a one-year survey to further evaluate the matter. Any impacts shall be the responsibility of the District.
		"The City is requiring the College to restripe Santa Fe to permit parking on the east side of the road between Ardmore and Firestone Blvd. and a bike lane on the western side of Santa Fe." However, include an additional analysis of a traffic plan for Santa Fe Avenue that would integrate a new multi-purpose lane on the east side of the street, in lieu of a bike lane. The multi-purpose lane could serve bicycle, cars, buses, etc. It could also serve for dedicated in-gress/egress to the school. The multi-purpose lane shall terminate at Firestone Boulevard, as a dedicated right-turn lane.

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1	Standard Conditions of Approval	All the streets shall be designed per California Department of Transportation (Caltrans) and the City of South Gate standards, in case of a conflict, the City's standards will prevail.
		All the drainage design criteria shall be per the Los Angeles Flood Control District and the City of South Gate standards, in case of a conflict, the City's standards will prevail.
		All the grading plans shall be designed to the requirements of the City of South Gate Department of Building and Safety.
		All public works improvements shall be constructed in accordance with the latest edition of the APWA Standard Specifications for Public Works Construction ("Green Book") and South Gate City Standards, and to the satisfaction of the City Engineer and Director of Public Works prior to the issuance of a Certificate of Use and Occupancy.
		Prepare street, drainage, grading improvement plans showing all existing and proposed public works improvements as outlined below.
		Provide an engineer's estimate for all public works improvements (based on city's prices for the bonds estimate) and pay all plan-check fees in accordance with the latest fee schedule prior to plan review.
		Pay permit and inspection fees associated with this project in accordance with the latest fee schedule at the time of permit issuance and inspection.
		Coordinate all public works improvements inspection with the Public Works Department at least 48 hours prior to commencing work. Contact Mr. Guillermo Petra at (323) 563-9614 to arrange for a public works inspection.
		Deposit \$5,000 with the City to cover the City's cost to cover the review of pre development submittals such as preliminary plans, Traffic Impact Reports, etc.
		Enter into a Subdivision/Public Improvement agreement with the City prior to construction, and post the necessary securities/bonds in the amount approved by the City Engineer and in a form approved by the City Attorney.
		Submit a refundable deposit in the amount of \$5,000, which will be refunded upon receipt of "Record Drawings" for all the required improvements on approved Mylar(s) and a CD disc.
		Comply with the requirements of the American Disability Act (ADA compliance) in regard to access ramps, sidewalks, driveway, etc.
		The developer shall pay Water Impact and/or Road Mitigation fees.
		Comply with the City's Community Development Ordinance pertaining to construction debris recycling. Contact the Building & Safety Department to obtain a Construction & Demolition Debris Waste Reduction Recycling Plan forms.

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	Contacts the city's Waste Hauling Company (Waste Management) at (800) 774-0222 and obtain approval for the location of waste disposal container(s), including facilities for recycling.
	The Developer shall comply with Active Transportation Planning Program.
	The Developer shall comply with the Green Street Element.
	Perform any repairs curb and gutter repairs along the entire frontage of Firestone Boulevard and Santa Fe Avenue to resolve drainage issues.
	Close existing driveways or portions thereof on Firestone Blvd. and Santa Fe Ave., which will no longer be in use as part of the new development, and replace with new curb and gutter and full-width sidewalk to match existing.
	Construct new driveways at least 5 feet away from any above-ground obstructions in the public right-of-way to the top of the driveway "X." Otherwise, the obstruction shall be relocated at the developer's expense. Ensure that each driveway provides proper pedestrian access across, in compliance with the Americans with Disabilities Act (ADA). The final layout and site driveway design shall be subject to the review and approval of the City Engineer.
	Construct new tree wells and plant new 24-inch boxed street trees on Firestone Boulevard and Santa Fe Avenue. Protect existing street trees and replace existing tree well covers with decorative cast iron tree well covers. The species of any new street trees to be planted shall be in accordance with the Citywide Tree Master Plan.
	Construct Pavement on-site parking and circulation areas as required by a pavement engineering or geotechnical report prepared by a Registered Civil Engineer, subject to the review and approval of the Public Works and Community Development Departments.
	Developer shall coordinate with the Metropolitan Transportation Authority (METRO) and other bus transit entities regarding replacement/placement of bus stop furnishings.
	Coordinate with Metro to relocate the bus stop adjacent/in front of the proposed development if impacted during construction.
	Prepare improvement plans for any facility in the public right-of-way (such as streetlights, traffic signal, traffic striping, sidewalks, etc. for which improvements are proposed or required to the satisfaction of the City Engineer. Plans shall be stamped by a Registered Civil Engineer.
	A Signage and Striping Plan shall be prepared by a Registered Civil Engineer and submitted to the Public Works Department for review and approval.

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	Modify or remove the existing traffic signal and associated equipment and hardware as needed at Firestone Blvd. and Santa Fe Ave. to accommodate the proposed development. A Traffic Signal Modification Plan prepared by a Registered Traffic Engineer and signed by a Registered Civil Engineer shall be submitted to the Public Works Department for review and approval. Pedestrian crossing movements at this intersection shall be provided to the satisfaction of the City Engineer.
	Paint property address on the curb in front of the proposed development to the City's satisfaction.
	Developer shall install a new street name sign at the corner of new and existing intersections.
	Any utilities that are in conflict with the development shall be relocated at the developer's expense.
	The Developer shall dedicate 13 ft. along the property frontage to widen Firestone Blvd.
	The Developer shall contact both the UPRR and California Public Utility Commission to secure and comply with all their requirements. The cost of any needed improvement required by either entity, shall be the sole responsibility of the applicant and without any participation from the City.
	Install an onsite storm drain system. All storm water run-off captured on the site shall be discharged to the public storm drain system, through an underground storm water pipeline either on Santa Fe Avenue or Firestone Boulevard. Developer shall process the storm drain plans through the Los Angeles County Department of Public Works as a Miscellaneous Transfer Drain (MTD) or to obtain a Letter of Non-Objection (LNO) for the connection.
	Surface water runoff generated from the property shall not drain over the sidewalk or driveway into the gutters on Firestone Boulevard or Santa Fe Avenue. The City may consider a parkway drain; however, if said water flows cannot feasibly be redirected to the onsite storm water system.
	Prior to filing of tract map, parcel map or any new development, submit a will serve letter from the Water Division and sanitary sewer service provided to the City Engineer indicating that guaranteeing service.
	Install adequate sewer lateral(s) to serve the proposed development, and abandon any existing sewer laterals that will not be used, to the satisfaction of the Public Works and Building & Safety Departments.
	Submit a copy of the sewer plans to the City and to the Los Angeles County Sanitation District for review and approval. Contact Los Angeles County Sanitation District for their requirement.
	The developer shall consult the City Engineer to determine the sewer location and design requirements.
	Conduct a Sewer Capacity Study to demonstrate there is sufficient capacity in the sanitary sewer system to accommodate the development. Developer shall be responsible for any improvements required in the study..

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	Development shall be served by adequately sized water supply facilities, which shall include fire hydrants of the size, type and location approved by the Fire Chief.
	The water mains shall be of sufficient size to accommodate the total domestic and fire flow required for the development. The domestic/fire water flows required are to be checked and approved by the City Engineer or the Water Division for size and velocity. Fire flows required are to be determined by the Fire Chief.
	Plans and specifications for the water supply system shall be submitted for approval to the City. The developer shall submit evidence, satisfactory to the City Engineer, indicating that the subdivider has entered into a developer agreement with financial security (such as bond, letter of credit or a cashier check) with the servicing water provider guaranteeing payment and installation of the water improvements.
	Any deviation from the city standards in constructing the water and sewer lines shall be approved by the City, the Los Angeles Health Department and the County Sanitation District.
	Developer shall obtain approval from the Los Angeles Fire Department (LAFD) for development's fire protection, fire flow requirements, access road(s) for development, etc.
	Water meters are not permitted within the limits of a driveway.
	For any on site irrigation system for the proposed landscape, the Developer shall construct dual separate systems, one for recycled water and one for potable water.
	Submit a grading plan accompanied by a soil and geology report for review and approval prior to approval of the final map. The grading plans must show and call out the construction of at least all the drainage devices and details, the paved driveways, the elevation and drainage of all pads, and the LID devices. The Developer is required to show and call out all existing easements on the grading plans and obtain the easement holder approvals prior to the grading plans approval.
	Surface water generated from the property shall follow Low Impact Development guidelines as outlined in the County of Los Angeles Low Impact Development Standards Manual, January 2009.
	Submit a traffic impact study for the City Engineer's review and approval.
	The developer shall abide by the NPDES permit requirements issued to the City.
	The developer shall secure a WDID number along with his SWPPP.

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		If any hazardous material is encountered on the site that has the potential to reach the ground water supply, the Developer shall secure a permit for the State Regional Water Quality Control Board.
		If any hazardous material is encountered on the site, the developer shall secure an ID number from the EPA.
		Developer must comply with all applicable South Coast Air Quality Management District (AQMD) regulations.
		The developer shall deploy Best Management Practices during and after construction.
		The developer shall complete city Industrial Waste Application.
		Comply with all Federal, State, and local agency requirements pertaining to the Clean Water Act, which established regulations, set forth in the Countywide National Pollutant Discharge Elimination System (NPDES) Permit. Pay NPDES review fees. Additional requirements may be required as a result of review.
		Prior to issuance of a release of Use and Occupancy, all the above conditions shall be complied with and all the improvements are in place.
		Prior to issuance of Use and Occupancy, the Developer shall submit proof to the City Engineer that they have complied with all the Fire Department requirements.

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to
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