

2.0 SUMMARY

This chapter summarizes the key findings of this Supplemental Environmental Impact Report (Supplemental EIR), including the environmental effects, mitigation measures, unavoidable significant impacts, and any areas of environmental controversy concerning the proposed project.

2.1 SUMMARY OF PROJECT DESCRIPTION

The East Los Angeles College (ELAC) has revisited the 2004 Facilities Master Plan Update (2004 FMPU) in order to evaluate how the completion of the new infrastructure, site work, buildings and landscaping has positioned ELAC to provide enhanced educational opportunities. Since the 2004 FMPU, student enrollment has continued to increase and the demands of the students and community continue to change. The ELAC service area has also increased from 77 square miles to include sixteen communities and a coverage area of approximately 100 square miles. Student enrollment¹ reached 20,128 in 2009 and is anticipated to exceed the capacity of 25,000 planned for under the 1998 Facilities Master Plan (1998 FMP) by 2013. Enrollment is expected to reach approximately 27,000 students by 2015. The 2009 Facilities Master Plan Update (2009 FMPU) addresses this increase in students and includes buildings and facilities that continue to provide state-of-the-art learning environments, enhanced infrastructure, aesthetic improvements, improved safety (through building improvements, lighting and adequate convenient parking), and the ability to maintain and/or increase course offerings and programs.

The proposed project is intended to act as a guide for future development of the college. It was designed as a physical interpretation of the established goals, issues and concerns of the college community and Educational Plan. The proposed project includes New Facilities, Proposed Modernizations and Revised Project Elements. The New Facilities consist of the addition of approximately 126,093 net gsf of new facilities and demolition of existing buildings not originally proposed for demolition, and the addition of three campus marquees (large lighted signs). The Proposed Modernizations include the retention and modernization of buildings that were proposed to be demolished under the 2004 FMPU. The Revised Project Elements include a reduction in the gsf of the proposed Math and Science Complex, changes to Building F5 (English and Math Lab), including demolition of the existing building and the addition of 32,306 gsf, reintroduction of the proposed athletic fields that were originally proposed in the 1998 Facilities Master Plan (1998 FMP) and eliminated in the 2004 FMPU, located west of the Men's Gymnasium and east of the Women's Gymnasium, a minor reduction in the number of parking spaces proposed for the Northeast Parking Structure, and elimination of the previously proposed 300-space parking structure that was to be located north of the Swim Stadium.

2.2 SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS

This Supplemental EIR has been prepared to analyze the potential significant environmental impacts associated with the construction and long-term operation of the proposed project, and to identify mitigation measures capable of avoiding or substantially reducing the impacts. To satisfy the requirements of the California Environmental Quality Act (CEQA) and to assist the Los Angeles Community College District (LACCD) and other agencies and interested parties in understanding the findings of the Supplemental EIR, potential impacts of the proposed project have been divided into three categories: unavoidable significant impacts, significant impacts that can be mitigated to less-than-significant levels, and impacts which are less than significant or nonexistent when compared to the environmental impact thresholds identified in this report. The criteria for the determination of a significant impact in each environmental topic area is discussed in the body of this report.

¹Student enrollment is calculated as *unduplicated headcount*, representing the actual number of students attending the college.

As required by CEQA, mitigation measures are identified in this Supplemental EIR to avoid or substantially reduce the level of all identified significant impacts. However, certain significant environmental impacts cannot be reduced to a level below significance, even with application of the identified mitigation measures. Such impacts are identified in the Supplemental EIR as “unavoidable significant impacts.”

This Supplemental EIR determined that the proposed project would have unavoidable significant impacts on the following: Aesthetics (Light and Glare), Air Quality (Construction and Operation), and Noise (Construction). The proposed project would have less-than-significant impacts with mitigation on Transportation and Traffic. The proposed project would have less-than-significant impacts without mitigation on Cultural Resources and Land Use and Planning. This information is presented in **Table 2-1** which provides a brief summary of the impacts in each topic area and lists any required mitigation measures associated with identified significant impacts.

Mitigation measures are numbered sequentially following previously identified mitigation measures prescribed in the Final EIR for the 1998 Facilities Master Plan and the Addendum for the 2004 Facilities Master Plan Update.

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES		
Potential Impacts	Mitigation Measures	Significance After Mitigation
AESTHETICS AND LIGHTING		
Light and Glare impacts related to Parking Structure 4.	L4 The proposed Parking Structure 4 shall include landscaping, such that once trees and shrubs mature, provides for screening along the northern boundary of the parking structure to diffuse glare and spillover light. Screening shall be of such height and density to intercept the line of sight between the light fixtures and adjacent residential properties or; the proposed parking structure shall include solid walls without openings on the north side of the parking structure, to minimize spillover lighting impacts on adjacent residences.	Less-than-Significant Impact
Light and Glare impacts related to the Campus Marquees	L5 East Los Angeles College shall reduce the duration of spillover lighting on surrounding residential properties by not operating the Campus Marquees between the hours of 10:00 p.m. and 6:00 a.m. of the following day.	Unavoidable Significant Impact
AIR QUALITY		
Air Quality impacts related to construction activities.	AQ13 Water or a stabilizing agent shall be applied to exposed surfaces at least two times per day to prevent generation of dust plumes. AQ14 The construction contractor shall utilize at least one or more of the following measures at each vehicle egress from the project site to a paved public road in order to effectively reduce the migration of dust and dirt offsite:: • Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long; • Pave the surface extending at least 100 feet and at least 20 feet wide; • Utilize a wheel shaker/wheel spreading device	Unavoidable Significant Impact Related to Regional and Localized NO _x , and Localized PM _{2.5} and PM ₁₀

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Potential Impacts	Mitigation Measures	Significance After Mitigation
	consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or • Install a wheel washing system to remove bulk material from tires and vehicle undercarriages. AQ15 All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions). AQ16 Construction activity on unpaved surfaces shall be suspended when wind speed exceed 25 miles per hour (such as instantaneous gusts). AQ17 Heavy-duty equipment operations shall be turned off while idling longer than five minutes. Contractor shall use electric or natural gas powered vehicles/equipment where practical. AQ18 Ground cover in disturbed areas shall be replaced as quickly as possible. AQ19 A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to PM₁₀ generation. AQ20 A non-toxic soil stabilizers shall be applied to all inactive construction areas according to manufacturers' specifications (previously graded areas inactive for ten days or more). AQ21 Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. AQ22 Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, water sweepers with reclaimed water shall be used. AQ23 Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications. AQ24 Contractors shall utilize electricity from the electrical grid rather than temporary diesel or gasoline generators, as feasible. AQ25 Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site. AQ26 All diesel powered construction equipment in use shall require control equipment that meets at a minimum Tier III emissions requirements. In the event Tier III equipment is not available, diesel powered construction equipment in use shall require emissions control equipment with a minimum of Tier	

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	II diesel standards. AQ27 The construction contractor shall coordinate with Child Development Center staff to ensure that children present at the Center would be limited to indoor activities during periods when diesel equipment activity is operated at the tennis court, football and soccer field construction site. AQ28 Architectural coatings shall be purchased from a super-compliant architectural coating manufacturer as identified by the SCAQMD (http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf). AQ29 Spray equipment with high transfer efficiency, such as the electrostatic spray gun or manual coatings application (e.g., paint brush and hand roller), shall be used to reduce VOC emissions, to the maximum extent feasible.	
Air Quality impacts related to operational emissions.	AQ30 Staff and students shall be provided with information on public transportation options near East Los Angeles College. AQ31 Preferred parking shall be established for alternatively-fueled vehicles. AQ32 Charging stations shall be supplied for electric vehicles. AQ33 A ride sharing program shall be implemented to increase carpooling opportunities.	Unavoidable Significant Impact Related to Regional NO _x , and Localized PM _{2.5} and PM ₁₀
CULTURAL RESOURCES		
No significant impacts related to cultural resources were identified.	No Mitigation Measures Required	No Significant Impact
LAND USE AND PLANNING		
No significant impacts related to land use and planning were identified.	No Mitigation Measures Required	No Significant Impact
NOISE		
Noise impacts related to construction activities.	N15 All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices. N16 To the extent feasible, a temporary six-foot solid wall (e.g., wood) shall be erected during construction. The wall shall be placed such that line-of-sight between ground-level construction activity and nearby sensitive receptors would be blocked. N17 Prior to initiating construction, the construction contractor shall coordinate with the site administrator for the Child Development Center and Robert Hill Lane Elementary School to discuss construction	Unavoidable Significant Impact

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	activities that generate high noise levels. Coordination between the site administrator and the construction contractor shall continue on an as-needed basis throughout the construction phase of the project to mitigate potential disruption of classroom activities. N18 All residential units located within 500 feet of any construction site shall be sent a notice regarding the construction schedule of the proposed project. All notices shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints. N19 A “noise disturbance coordinator” shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator. N20 The Child Development Center shall prohibit outdoor activity at their outdoor play area when mobile diesel equipment is being actively utilized to construct the tennis courts, football and soccer fields.	
Noise impacts related to the operation of the Central Plant.	N21 The proposed central plant shall include noise control design features that reduce the total composite noise level generated at the central plant facility to a maximum of 56 dBA at 50 feet. The project applicant shall ensure this noise level is maintained through the periodic monitoring of operational noise levels at the central plant facility. If the operational noise levels would exceed the 56 dBA noise level, mitigation shall be implemented to further reduce noise levels, including, but not limited to the following: • Installing acoustical enclosures around the cooling towers and/or micro-turbines; • Installing low noise fans on the cooling towers; and/or • Installing and intake hoods and exhaust mufflers on the microturbines.	Less-than-Significant Impact
TRANSPORTATION AND TRAFFIC		
Transportation and Traffic impacts related to intersection operation.	T9 Restripe the existing single lane northbound approach on Ford Boulevard to two lanes. The left lane would become a shared left and through movement and the right lane would be a shared right and through movement. T10 Install a traffic signal system at the Bleakwood Avenue and Floral Drive intersection.	Less-than-Significant Impact

2.3 AREAS OF CONTROVERSY

No areas of controversy or issues to be resolved by the decision-makers have been identified for this project.