

*Volume 4*

*Board Resolutions, Statement of Facts and Findings, the  
Statement of Overriding Considerations and  
the Notice of Determination*

*September 2013*

## STATEMENT OF FACTS AND FINDINGS

July 19, 2013

SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT, FINDINGS WITH RESPECT TO SAID EFFECTS, AND STATEMENT OF FACTS IN SUPPORT THEREOF, ALL WITH RESPECT TO DEVELOPMENT, CONSTRUCTION AND OPERATION OF THE "EL CAMINO COLLEGE 2012 FACILITIES MASTER PLAN" PROJECT LOCATED IN THE CITY TORRANCE AND IN EL CAMINO VILLAGE, AN UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES.

### BACKGROUND

The California Environmental Quality Act (CEQA) and the State EIR Guidelines (Guidelines) promulgated pursuant thereto provide:

*"No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding." (Section 15091)*

The Board of Trustees of the El Camino Community College District proposes to approve the El Camino College 2012 Facilities Master Plan, consisting of development of a net increase of approximately 68,000 square feet of facilities by 2020, and related infrastructure, circulation and parking improvements. Because the proposed actions constitute a project under CEQA and the Guidelines, the college prepared a Subsequent Environmental Impact Report (EIR). The Board of Trustees has certified the Final Subsequent EIR (Final EIR) for the El Camino College 2012 Facilities Master Plan (SCH 2003061012) and identified significant effects that may occur as a result of construction, operation and maintenance of the project.

Furthermore, as required by Section 15090 of the CEQA Guidelines, the Board of Trustees has determined that the Final EIR is complete and adequate and has been prepared in accordance with CEQA and the Guidelines. The Final EIR was presented to the Board of Trustees for their review and the Board of Trustees reviewed and considered the information contained within the Final EIR prior to approving the project. The Final EIR reflects the independent judgment and analysis of the El Camino College District and the Board of Trustees. The Board has also adopted a Mitigation Monitoring Program for the project and a Statement of Overriding Considerations.

The project addressed in the Final Subsequent EIR projects a total of approximately 1,340,000 square feet of development on campus in 2020. Agencies commenting on the Draft EIR were provided with the 2012 Facilities Master Plan and the public had an opportunity to review the proposed changes in the Final EIR. Public comments on the Draft Subsequent EIR were received from the City of Lawndale and the County of Los Angeles Parks and Recreation Department. Therefore, the following findings are set forth herein pursuant to Section 15091 of the Guidelines. The mitigation measures identified in the Facts in Support of Findings are included in the attached Mitigation Monitoring Program.

The Notice of Preparation (NOP) and the Draft EIR included the addition of a third level of parking to the Lot F Parking Structure. This resulted in approximately 2,539 parking spaces at buildout in Lot F (see Table 3.9.1 in the DEIR). The solar energy project was proposed above the third level.

While the addition of a third level to the parking structure (700 spaces) is feasible from an engineering standpoint, the additional cost of the project and the increased timeframe for loss of parking in the

renovated Lot F during construction is prohibitive. Alternative 4 in the DEIR includes all other aspects of the 2012 Facilities Master Plan, except the addition of a third level to the Lot F Parking Structure. Alternative 4 includes renovation of the two levels and the addition of the solar panels above the second level. The number of spaces in Lot F on two levels after renovation and re-stripping of the Lot F Parking Structure is approximately 2,139 spaces. At Buildout, the campus will have sufficient parking without the third level of parking in Lot F since the new parking structure (i.e. North Parking Structure) provides additional spaces on campus. The findings herein are based on Alternative 4 and the Final EIR is being certified for Alternative 4, which does not include the addition of the third level on the Lot F Parking Structure.

Since the findings in this document are for a Subsequent Final EIR, they are organized in two parts. Part 1 includes new or revised findings adopted for the 2012 FEIR. Part 2 includes the findings adopted for the 2003 FEIR that remain relevant and were not revised. However, all references to the adopted mitigation measures in both Part 1 and Part 2 refer to the 2012 Mitigation Monitoring Program.

## PART 1: NEW OR REVISED FINDINGS FOR THE 2012 FINAL EIR

### 1.1 LAND USE

Significant Effect 1.1.1 - The project will change the existing on campus in several areas and assuring compatibility with existing uses is needed.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Findings - All future land uses on campus shall be substantially consistent with the Facilities Master Plan. The general layout of existing uses on campus is retained, with instructional buildings separated from athletic fields/stadium and parking areas. Future building locations, use and new parking areas are specified by the Facilities Master Plan and do not represent land use conflicts or incompatible uses among future uses or between existing and future uses.

Mitigation Measure 1a in the attached Mitigation Monitoring Program assures that future land uses substantially conform to the adopted Campus Master Plan.

All significant environmental land use effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

### 1.2 TRAFFIC/CIRCULATION

Significant Effect 1.2.1 – Construction-related traffic on campus may result in potential public safety hazards for pedestrians and vehicles.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – District contracts with construction firms will include requirements which reduce or eliminate construction-related project traffic impacts. Traffic control plans will specify the safeguards necessary to assure public safety near construction areas. Construction employee parking will be located on campus, construction sites will be secured, and construction areas separated from

pedestrian pathways. These measures will assure that construction vehicles and equipment do not result in significant traffic impacts or public safety hazards.

Mitigation Measures 2a, 2b, 2d-2g, 2i, 2j in the Mitigation Monitoring Program are required of the project, which reduce the traffic, parking, public safety impacts and assure pedestrian safety during construction, reducing project impacts to a level of insignificance.

All significant environmental land use effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

Significant Effect 1.2.2 – Truck hauling may result in significant project impacts off-campus during peak hours.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – There are a number of feasible truck routes for earth hauling from the campus to area freeways. Hauling is restricted to non-peak hours to minimize area traffic congestion and the routes selected will be evaluated to avoid residential areas as much as feasible. The number of trips in proportion to area traffic will avoid impacts at area intersections.

Mitigation Measure 2c in the Mitigation Monitoring Program required the project implement Caltrans standards for adequate visibility at campus entrances.

All significant environmental land use effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

Significant Effect 1.2.3 - The project is subject to the County of Los Angeles's Transportation Demand Management requirements to reduce trips.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – Transportation Demand Management measures required for the project will reduce project trips, encourage car pool, van pool, transit, motorcycle and bicycle, provide information on public transit systems, and provide bus stops and parking areas onsite for car and van pool operations on campus.

Mitigation Measure 2h in the Mitigation Monitoring Program requires the District implement all required TDM measures to reduce project impacts to a level of insignificance.

All significant environmental land use effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

Significant Effect 1.2.4 – The project has potential traffic impacts offsite at locations regulated by the California Department of Transportation.

FINDING 2 - Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

Facts in Support of Finding - The project traffic study has identified the need for lane improvements at the Interstate 405 SB Ramps with Redondo Beach Boulevard. The Board of Trustees does not have jurisdiction over offsite locations but Caltrans-District 7 has the authority and mechanisms to implement the recommended improvements for cumulative projects and area traffic growth. The District will contribute its fair share cost for improvements at this location.

Mitigation Measure 2k in the Mitigation Monitoring Program recommends the timing for completion of the needed improvements and required the District to contribute its fair share of funding for the improvements.

All significant environmental land use effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

Significant Effect 1.2.5 – The project has potential traffic impacts offsite at intersections regulated by the County of Los Angeles and at the College NW Entrance on Manhattan Beach Boulevard.

FINDING 2 - Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

Facts in Support of Finding - The project traffic analysis has identified the need for lane improvements at the Prairie Avenue/Redondo Beach Boulevard and Crenshaw Boulevard/Manhattan Beach Boulevard intersections, and lane and signal improvements at the College NW Entrance at Manhattan Beach Boulevard. The Board of Trustees does not have jurisdiction over offsite locations but the County of Los Angeles has the authority and mechanisms to implement the recommended improvements for cumulative projects and area traffic growth. The District will contribute its fair share cost for improvements at this location.

Mitigation Measures 2l, 2o in the Mitigation Monitoring Program recommends the timing for completion of the needed improvements and required the District to contribute its fair share of funding for the improvements.

All significant environmental land use effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

Significant Effect 1.2.6 - The project has potential traffic impacts offsite at locations regulated by the City of Torrance and potential traffic impacts at the El Camino College SW Entrance at Redondo Beach Boulevard.

FINDING 2 - Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

Facts in Support of Finding - The project traffic study has identified the need for lane improvements at the Crenshaw Boulevard/Redondo Beach Boulevard, Crenshaw Boulevard/Artesia Boulevard and Crenshaw

Boulevard/182<sup>nd</sup> Street intersections. The Board of Trustees does not have jurisdiction over offsite locations but the City of Torrance has the authority and mechanisms to implement the recommended improvements for cumulative projects and area traffic growth. The District will contribute its fair share cost for improvements at this location.

The project traffic study has identified the need for lane improvements at the College SW Entrance and Redondo Beach Boulevard. The Board of Trustees does not have jurisdiction over traffic signal and lane improvements at this location. The County of Los Angeles has the authority and mechanisms to implement the recommended improvements for cumulative projects and area traffic growth. The District will contribute its fair share cost for traffic signal and lane improvements at this location.

Mitigation Measures 2m, 2n in the Mitigation Monitoring Program recommends the timing for completion of the needed improvements and required the District to contribute its fair share of funding for the improvements.

All significant traffic environmental effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

### 1.3 PARKING

Significant Effect 1.3.1 - The project will increase the demand for parking spaces on campus beyond that providing by existing parking spaces.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – The college shall install a total of 6,568 parking spaces at buildout of the 2012 Facilities Master Plan and maintain a minimum ratio of 0.28 spaces per FTES. A parking utilization rate of equal or less than 90 percent is recommended for day enrollment four weeks into the Fall Semester. The rate shall be evaluated every three years. The mix of parking spaces on campus shall include van pool, motorcycle and handicapped parking spaces, bicycle racks and bicycle storage lockers. Redesign of existing parking lots may be required to increase efficiency and spaces.

Mitigation Measures 3b, 3c, 3d in the Mitigation Monitoring Program is required to assure parking demand and supply are in balance, reducing potential parking impacts of the project to a level of insignificance.

All significant environmental land use effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

Significant Effect 1.3.2 - The renovation and construction at the Lot F Parking Structure will result in fewer parking spaces available on campus than required during the construction period. Construction of other projects may also alter the parking available on campus.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – A three-phase construction period will result in the loss of up to 545 parking spaces in the Lot F Parking Structure for 9-12 months. The college shall implement a variety of incentives to lower student parking demand during this period (e.g. public transit bus pass rebates, a

student ride sharing program and a communications program) and increase temporary parking on or near campus (street parking west of Facilities on Manhattan Beach Boulevard, and temporary rental of public or private parking spaces off-campus). The program shall strive to obtain a 95 percent or less parking space utilization on campus weekdays. Construction employee parking areas will also be designated in project contracts.

Mitigation Measures 3a, 3e-3h in the Mitigation Monitoring Program is required to assure parking demand and supply are in balance, reducing potential parking impacts of the project during construction of the Lot F Parking Structure to a level of insignificance.

All significant environmental land use effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

Significant Effect 1.3.3 - The project may result in public safety concerns for pedestrians along the campus perimeters.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – Existing sidewalks do not occur along portions of the campus perimeter. The traffic study has recommended sidewalks be developed along the Manhattan Beach Boulevard and Crenshaw Boulevard campus frontages. These improvements will improve pedestrian safety along the campus perimeters.

Mitigation Measure 2f, 2i in the Mitigation Monitoring Program is required to assure additional sidewalks are developed on campus concurrent with adjacent development, reducing potential pedestrian hazards to a level of insignificance.

All significant environmental parking effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

#### 1.4 AIR QUALITY

Significant Effect 1.4.1 – During construction, dust emissions may impact onsite users.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – The District will require construction contractors comply with Rule 403 of the South Coast Air Quality Management District. Rule 403 identified both mandatory and optional requirements for implementation of best available control measures to reduce or eliminate dust emissions during construction. Fugitive dust will be reduced during construction by watering at least twice daily and suspended when wind speeds exceed 25 mph.

Mitigation Measures 4a, 4g in the Mitigation Monitoring Program is required to assure compliance with Rule 403 and reduce dust emissions of the project to a level of insignificance.

All significant environmental air quality effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

Significant Effect 1.4.2 – Interior and exterior painting on-campus and installation of VOC coated materials may result in increased VOC emissions beyond SCAQMD standards.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Findings – District contracts will require contractors use paint with low VOC emissions, use high-volume low pressure sprayers, limit painting to eight hours per day and use low-VOC coatings, implement measures which reduce vehicle trips and minimize conflicts between construction vehicles and reduce trips during peak periods.

Mitigation Measure 4h in the Mitigation Monitoring Program will reduce VOC emissions on campus during construction and after project buildout.

All significant environmental air quality effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

Significant Effect 1.4.3 – Operational emissions may increase air quality emissions on site unnecessarily if operational procedures are not instituted.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Findings – Truck deliveries and pickups may add to cumulative traffic impacts area intersections during peak hours. Therefore, peak hours should be avoided when possible. The quantity of energy used on campus may be reduced by energy management systems, which result in lowered particulate emissions from power plants.

Mitigation Measures 4d, 4e in the Mitigation Monitoring Program will reduce operational related emissions.

All significant environmental land use effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

Significant Effect 1.4.4 – Construction-equipment may increase local air quality emissions onsite beyond SCAQMD standards.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Findings – District contracts will require contractors use ultra-low sulfur diesel fuel to reduce particulate emissions, and prohibit unnecessary engine idling onsite. All off-road equipment will comply with EPA, CARB and SCAQMD regulations to reduce operational emissions.



Mitigation Measures 4b, 4c, 4f in the Mitigation Monitoring Program will reduce the air quality emissions from idling vehicles and by use of low emission equipment.

Significant Effect 1.4.5 – Operational emissions, primarily from vehicular trips, may increase local air quality emissions onsite beyond SCAQMD standards.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Findings – The District participates in several programs to reduce vehicle trips and increase student use of public transit. These programs include compliance with the County of Los Angeles Transportation Demand Management regulations, compliance with Rule 2202 (Ride Sharing), offering discounted and subsidized bus monthly bus passes.

Mitigation Measures 2h, 3c, 3f, 4d, 16a, 16b in the Mitigation Monitoring Program will reduce the air quality emissions from idling vehicles and by use of low emission equipment.

All significant particulate emissions that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above. However, the resulting project particulate emissions will contribute to significant cumulative regional particulate emissions in the SCAQMD and are Unavoidable Adverse.

FINDING 3 - Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Facts in Support of Finding – The net increase in operational air quality emissions due to the project (e.g. 2020 with and without the project) for NO<sub>x</sub> particulates is projected as 57.3 lbs/day and the SCAQMD operational threshold is 55 lbs/day. These impacts are caused primarily by vehicular emissions. While the required mitigation measures may reduce total trips and total vehicle miles, student participation in public transit incentives and use of public transit is not guaranteed. Many students will continue to use private transportation and not reduce vehicular trips.

The Board of Trustees has balanced the economic, legal, social, technological, and other benefits of the project against its unavoidable environmental risks and found that these benefits outweigh the unavoidable adverse environmental effects, and the adverse environmental effects are considered acceptable. The Board's reasons for supporting this conclusion are set forth in the Statement of Overriding Considerations adopted for the project.

## 1.5 GREENHOUSE GASES

Significant Effect 1.5.1 – Large asphalt parking lots contribute toward heat island effects in urban areas and increase the effects of climate change.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – Lot L is the largest surface parking lot on campus, with approximately 1,300 parking spaces. Large parking lot surfaces contribute toward global warming from prolonged sunlight

exposure. Asphalt coatings with solar reflective properties reduce temperatures, increase reflectivity and decrease global warming.

Mitigation Measure 5e in the Mitigation Monitoring Program will reduce heat island effects from larger parking lots on campus and reduce area runoff. Water quality will improve and less area energy will be consumed when heat island effects are reduced.

All significant environmental land use effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

Significant Effect #1.5.2 – The project contributes toward cumulative regional greenhouse gas emissions that are beyond SCAQMD standards.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding The quantity of greenhouse gases are reduced from building operations when roof covering have solar reflectance and thermal reduction properties, when building interiors are lighted only during occupancy, when fenestration and exterior doors reduce interior solar heat gain and when buildings exceed the mandatory requirements for energy efficiency of Title 24. The use of less electricity reduces the greenhouse gas emissions from power plants.

Mitigation Measure 5a-5d in the Mitigation Monitoring Program will reduce energy use for campus facilities and contribute toward reducing cumulative greenhouse gas emissions of the project to a level of insignificance.

All significant environmental noise effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above. However, the resulting project greenhouse gas impacts will contribute to significant cumulative regional greenhouse gas emissions in the SCAQMD and are Unavoidable Adverse.

FINDING 3 - Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Facts in Support of Finding – The required mitigation measures listed above, as well as the traffic and parking mitigation measures that reduce vehicle trips to campus due to increased use of public transportation, ridesharing, etc. will result in some reduction in project GHG emissions, but will likely not achieve an 8 percent reduction by 2020 in cumulative regional greenhouse gas emissions consistent with SCAQMD regional policies.

The Board of Trustees has balanced the economic, legal, social, technological, and other benefits of the project against its unavoidable environmental risks and found that these benefits outweigh the unavoidable adverse environmental effects, and the adverse environmental effects are considered acceptable. The Board's reasons for supporting this conclusion are set forth in the Statement of Overriding Considerations adopted for the project.

## 1.6 NOISE

Significant Effect 1.6.1 – Loudspeaker and event noise from the stadium and car alarms from the parking structures may be disruptive off campus during quiet periods.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Findings – District contracts shall specify that contractors comply with the limited hours of construction or days of construction specified in their contracts.

Mitigation Measures 6b in the Mitigation Monitoring Program will result in removal of vehicles with alarms that continue beyond short periods. Mitigation Measures 6f will regulate stadium loudspeaker noise and Mitigation Measure 6h in the Mitigation Monitoring Program restricts the hours of stadium use. The limitation of most stadium events beyond 11:00 pm weekdays and limitations on Saturday and Sunday morning hours will also reduce noise levels offsite during the late evening hours. Both measures will reduce the noise impacts of the project on offsite uses to a level of insignificance.

All significant environmental air quality effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

Significant Effect 1.6.2 – Construction activities for demolition and new construction onsite will result in short-term noise impacts beyond County of Los Angeles construction noise standards for mobile construction equipment. Both the times of operation and the types of construction equipment used may result in noise levels beyond the stated noise standards.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Findings – Noise levels from construction equipment fluctuates over a wide range during equipment use. Construction equipment with greater noise potential include air compressors, jack hammers and loaders. While the noise levels may be reduced, there may be no feasible cost-effective alternative to accomplish some construction tasks. In some cases, alternative equipment may be available but cannot be obtained by contractors for specific projects. The physical distance between the construction site and offsite sensitive uses may not be sufficient to reduce noise levels to County of Los Angeles construction noise standards. Since construction noise is temporary and constrained by the permitted hours and days of construction, the exposure to the higher construction noise levels is limited. However, fluctuating noise from construction equipment will periodically exceed the noise standards. Construction staging areas will be located away from offsite residential areas and all equipment must have proper operational mufflers. The prime contractor will install a sign during construction with a phone number to communicate noise concerns during construction to the contractor. All noise concerns must be addressed as soon as feasible.

Mitigation Measures 6a, 6c, 6d, 6g, 6i, 6j in the Mitigation Monitoring Program will reduce the potential noise impacts by requiring use of quieter equipment, limiting the hours and days of equipment use and requiring use of sound blankets or other measures to reduce air compressor noise. These measures will reduce construction equipment noise levels but some Unavoidable Adverse impacts will occur.

All significant environmental noise effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into

the project or future project approvals as set forth above. However, the resulting noise impacts upon offsite residential lots along the campus perimeter north of Manhattan Beach Boulevard with only wooden rear yard fences are Unavoidable Adverse.

FINDING 3 - Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Facts in Support of Finding – The primary constraints for use of quieter construction equipment during project implementation are the limited availability of lower noise generation construction equipment, the increased cost of new or special construction equipment and the difficulty of reducing construction noise during demolition or new construction of buildings with two stories or more. A secondary constraint is the distance between the construction site and offsite sensitive receptors (e.g. residential lots with wooden or iron mesh fences) is not sufficient to provide any substantial noise reduction.

The Board of Trustees has balanced the economic, legal, social, technological, and other benefits of the project against its unavoidable environmental risks and found that these benefits outweigh the unavoidable adverse environmental effects, and the adverse environmental effects are considered acceptable. The Board's reasons for supporting this conclusion are set forth in the Statement of Overriding Considerations adopted for the project.

Significant Effect 1.6.3 - Construction demolition and new construction-related noise may be disruptive for Alondra Park users east of the lake and along the golf course perimeter near the proposed construction staging area during construction of the Lot F Parking Structure.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Findings – The District will comply with all conditions specified in the Access Permit and License Agreement, including limitation of construction hours and days, hourly limitations on use in specific areas, and the types of equipment used to reduce noise.

Mitigation Measures 6e, 6i in the Mitigation Monitoring Program limits the hours of construction, specifies general staging area criterion and use of mufflers on all equipment, which will reduce the noise impacts of the project on offsite uses to a level of insignificance:

All significant environmental noise effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above. However, the resulting noise impacts upon residential lots with rear yard wooden fences are Unavoidable Adverse.

FINDING 3 - Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Facts in Support of Finding – While compliance with the Access Permit and License Agreement will reduce construction noise levels in Alondra Park, noise levels will not be reduced to a level of insignificance. Park users desiring to use the areas east of the lake during the day weekdays will be exposed to noise impacts beyond campus standards. The primary constraints for use of quieter construction equipment during project implementation are the limited availability of lower noise generation construction equipment, the increased cost of new or special construction equipment, and the difficulty of

reducing construction noise during demolition or new construction of structures with two stories or more. A secondary constraint is the lack of distance between the construction site and the park provides no noise reduction for park patrons.

The Board of Trustees has balanced the economic, legal, social, technological, and other benefits of the project against its unavoidable environmental risks and found that these benefits outweigh the unavoidable adverse environmental effects, and the adverse environmental effects are considered acceptable. The Board's reasons for supporting this conclusion are set forth in the Statement of Overriding Considerations adopted for the project.

## 1.7 SOILS/GEOLOGY

Significant Effect 1.7.1 - Buildings being renovated and new construction will be exposed to regional seismic events, resulting in potential public safety concerns.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Findings – The structural conditions of existing buildings proposed for renovation is being evaluated and any seismic improvements required by the geo-technical reports will be implemented. The existing geo-technical conditions of future building sites will be evaluated during building design and all requirements of the geo-technical reports will be implemented. The reports will specify the engineering practices and structural standards required assuring area or regional seismic events and on campus soil conditions do not pose hazards to new construction.

Mitigation Measures 7a, 7b in the Mitigation Monitoring Program will reduce the geo-technical impacts on renovated buildings to a level of insignificance.

All significant environmental land use effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

Significant Effect 1.7.2 – Construction activities may encounter subsurface archaeological or paleontological artifacts.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Findings – Excavation in urban areas has the potential to encounter subsurface artifacts. If a find is discovered, appropriate actions will be taken to assess the artifact and comply with existing regulations. These requirements will be included in District contracts with construction firms.

Mitigation Measure 7c in the Mitigation Monitoring Program will reduce the potential impacts on artifacts to a level of insignificance.

All significant environmental land use effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

Significant Effect 1.7.3 – Some northern areas of the campus may be subject to methane from former offsite oil operations. Future buildings with sub-surface methane conditions would pose a public safety hazard.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Findings – While the probability of methane on campus is low, a subsurface soil gas investigation is required whenever the geotechnical report states the potential for methane onsite. If the potential for subsurface soil gases (e.g. methane and VOCs) is confirmed in the preliminary investigation, additional soil gas monitoring is required for the graded site prior to building construction. All recommendations of the secondary investigation shall be reviewed by the Department of Toxic and Control Substances and implemented.

Mitigation Measures 7d, 7e in the Mitigation Monitoring Program will reduce the geo-technical impacts on renovated buildings to a level of insignificance.

All significant environmental soil/geology effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 1.8 HISTORIC RESOURCES

Significant Effect 1.8.1 - The project will impact thirteen buildings recommended as Contributors to a historic district, one of which is considered individually eligible. The buildings included in the historic district are recommended as potentially eligible for the *California Register of Historical Resources*.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding –Prior to their demolition, additional documentation using the Level 2 standards of the Historic American Building Survey (HABS) will be used as guidelines for recording the buildings through photographs, drawings and written descriptions. The historic records will be filed with the South Central Coastal Information Center and depositing in the special collections department at the college library.

Mitigation Measure 11c in the Mitigation Monitoring Program will reduce the impacts of the project on the potential eligible historic resources but not to a level of insignificance. The project impacts on historic resources are Unavoidable Adverse.

FINDING 3 - Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Facts in Support of Finding – District voters have supported the master plan program by passing two bond issues in 2002 and 2012. The master plan project team has proposed new campus facilities for the projected student enrollments for the campus and evaluated the feasibility of renovation or new construction for all existing buildings. The administration participates in Shared Governance that incorporated departmental facility space requirement and equipment needs into the building design process. Operational costs, space utilization needs and renovation versus new construction costs are

considered in developing the building program. The District supports the recordation of historic resources with the appropriate photographic and architectural documentation.

The Board of Trustees has balanced the economic, legal, social, technological, and other benefits of the project against its unavoidable environmental risks and found that these benefits outweigh the unavoidable adverse environmental effects, and the adverse environmental effects are considered acceptable. The Board's reasons for supporting this conclusion are set forth in the Statement of Overriding Considerations adopted for the project.

## 1.9 LOT F PARKING STRUCTURE

Significant Effect 1.9.1 – During re-construction of Lot F, students or vehicles may be exposed to public safety risks in active construction areas.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – All pedestrian and vehicular access to active construction zones in the Lot F Parking Structure will be restricted to ensure public safety. Temporary signage, access restrictions and temporary drive aisles will be required. The restrictions will assure adequate separation between pedestrians, vehicles and construction equipment and construction operations.

Mitigation Measure 15a in the Mitigation Monitoring Program is required to assure compliance with Rule 403 and reduce dust emissions of the project to a level of insignificance.

All significant environmental public safety effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 1.10 TRANSIT SERVICES

Significant Effect 1.11.1 – Student participation in public transit is reduced when bus passes are not readily available on campus, when bus stops are not easily accessed, and when bus schedules are not known.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – Public transit information will be available in student registration materials and discount bus passes will be available on campus at the Bursar Office. The college website also includes information on public transit availability. The Internal Circulation Plan will revise bus stops and access to bus stops when needed.

Mitigation Measures 2h, 3d, 3f, 16a, 16b in the Mitigation Monitoring Program will assure student awareness of public transit services and the location of campus bus stops. All project effects on transit availability to the campus are reduced to a level of insignificance.

All significant environmental transit effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 1.11 CUMULATIVE IMPACTS

Cumulative impacts in the project area were included in the traffic, air quality and noise studies, via the trip projection data provided by the Southern California Association of Governments.

All significant cumulative environmental effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 1.12 PROJECT ALTERNATIVES

### "The Project" – 2012 Facilities Master Plan (20,025 FTES)

The Notice of Preparation (NOP) for the project, and the evaluation in the Draft EIR analyzed the 2012 Facilities Master Plan. As described in the NOP and in the DEIR, the project included adding a third level of parking to the Lot F Parking Structure. This resulted in a total of approximately 2,539 spaces in Lot F (see Table 3.9.1 in the DEIR). The solar energy project was proposed above the third level.

While the addition of a third level to the parking structure (700 spaces) is feasible from an engineering standpoint, the additional cost of the project and the increased timeframe for availability of parking for the portion under renovation and new construction increases the temporary loss of parking of campus during the construction period. Therefore, the "project" as defined in the NOP and DEIR is rejected from further consideration.

Alternative 4 in the DEIR includes all other aspects of the 2012 Facilities Master Plan, except the addition of a third level to the Lot F Parking Structure. Alternative 4 includes renovation of the two levels and the addition of the solar panels above the second level. The number of spaces in Lot F will on two levels after renovation of the Lot F Parking Structure is approximately 2,139 spaces. Since the college is required to maintain a minimum ratio of 0.28 spaces per FTES on campus and install a projected total parking supply of 6,555 spaces at buildout on campus, the loss of the third level of parking in the Lot F Parking Structure does not result in new significant effects.

Since the evaluation in the Final EIR is adequate and sufficient for Alternative 4, the Final EIR is being certified by the Board of Trustees for Alternative 4.

### "No Project" Alternative 1 (16,400 FTES)

The "no project" alternative would result in all existing facilities remaining on campus and minor renovation of existing buildings. No new buildings or new parking structures would be constructed on campus. A third level on the Lot F Parking Structure would not be built.

The buildings recommended as potentially eligible for the California Register of Historical Resources, would not be demolished. There would not be a significant increase in trips associated with the no-project alternative. Therefore, no significant increase in air quality or noise impacts, except for cumulative regional traffic growth, would occur. The new signalized intersection at Manhattan Beach Boulevard and Lot C would not be built.

None of the objectives of the Board of Trustees for renovation of existing facilities, development of new facilities and expansion of facilities to accommodate projected future student enrollments would be met. The "no-project" alternative is not consistent with the prior actions of the Board of Trustees in approving,



and the voters in passing, the Bond Issues of November 2002 and November 2012. Therefore, the "no project" alternative is rejected from further consideration.

#### Alternative 2 – Reduce Costs

Alternative 1 assumed four new facilities included in the 2012 Facilities Master Plan are not built to reduce costs. The four projects are the Lot C Parking Structure and Campus Police, two Arts and Behavioral Science buildings and no renovation of Marsee Auditorium. The projected savings, based on October 2010 costs was \$25.6 million.

Marsee Auditorium is an important facility on campus and in the community. The loss of renovation would be a detriment to the performing arts program and its community outreach. The Lot C Parking Structure is the most expendable project of the four, since a parking structure could be added in Lot L if needed, although it is more removed from the center of campus. The proposed location of the Lot C Parking Structure is an important asset to serve the Student Service Center area. Since the retained facilities would require renovation at some point in time, the projecting savings from eliminating the proposed project is less than that projected above.

Since it is assumed that the loss of four new facilities has little or no effect on future student enrollments, the omission of the four projects has little effect in reducing traffic or air quality emissions. Therefore, the omission of the four projects has little effect in reducing traffic or air quality emissions. The economic considerations for the master plan are only one of many factors influencing what facilities are built on campus to support student programs with adequate facilities.

Alternative 2 is rejected from further consideration because the need for the new facilities has been balanced against costs, the historic potential of the buildings, facility needs for campus programs and anticipated future student enrollments.

#### Alternative 2 – Renovation of Six Additional Buildings

Alternative 2 assumed that six buildings recommended as potentially eligible as contributors to a historic district are not demolished but are renovated for continued use. The six buildings are Administration, Music and Campus Theater, Physical Education-North, North Gym, Technical Arts and Art and Behavioral Science.

Renovation of Technical Arts means the proposed Lot C Parking Structure would not be built. While the additional parking may not be needed by 2020, it may be needed by 2025. A parking structure at this location is needed to provide additional parking near the Student Service Center and reduce high parking lot demands in existing parking lots along Manhattan Beach Boulevard.

In the long term, there may be little or no cost advantage in renovation of the six buildings, as opposed to their replacement. Installation of new technology, new utility and energy systems in existing buildings is costly. The existing space layouts may also not be conducive to campus programs and classroom capacities. Expansion of the existing facilities may be needed, which may not easily conform to Secretary of the Interior Standards for historic buildings.

The Board of Trustees has fully considered the facility needs, construction costs, energy usage, technology needs, and historic values of the buildings in its consideration of the merits and disadvantages of Alternative 2.

Alternative 2 is rejected from further consideration because the need for the new facilities has been balanced against costs, the historic potential of the buildings, facility needs for campus programs and anticipated future student enrollments.

## PART 2: FINDINGS RETAINED FROM THE 2003 FINAL EIR

### 2.1 HYDROLOGY/FLOODING

Significant Effect 2.2.1 - Construction on campus may change the drainage flows onsite and increase storm water discharges offsite.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – The slight increase in impervious areas on campus and upgrading of the athletic fields will change the drainage characteristics of some areas on campus. A Master Drainage Plan will be completed to assess drainage flows and drainage system requirements. In addition, the project will comply with all National Pollutant Discharge Elimination System (NPDES) requirements and obtain the required General Construction Permits. Storm Water Pollution Prevention Plans (SWPPP) will assure that water quality is not adversely impacted by project construction. A Storm Drain Piping Plan will also be completed for the campus.

Mitigation Measures 8a, 8b in the Mitigation Monitoring Program will reduce any adverse drainage impacts of the project to a level of insignificance by providing the needed infrastructure improvements.

Significant Effect 2.1.2 – Subsurface construction excavation may encounter area groundwater.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – Geotechnical reports will be completed for any building project with excavation. If groundwater may be encountered, permits required by the California Regional Water Quality Control Board-Los Angeles Region will be obtained. The permit conditions will specify what additional requirements may be needed.

Mitigation Measure 8c in the Mitigation Monitoring Program will reduce any potential impact on area groundwater to a level of insignificance.

All significant environmental hydrology/flooding effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

### 2.2 HAZARDS

Significant Effect 2.2.1 – Construction activities may expose construction employees to potential hazardous materials.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding -Demolition or renovation of existing buildings may expose workers to asbestos-contaminated building materials or lead-based paint. Inspection and sampling is required, along with implementation of any additional mitigation required in subsequent reports prepared by qualified inspectors. Additional permits may be required from the South Coast Air Quality Management District for asbestos removal.

Mitigation Measures 9a in the Mitigation Monitoring Program will reduce asbestos or lead hazard impacts of the project to a level of insignificance.

Significant Effect #2.2.2 – Campus laboratories may expose users to potential public hazards.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding -New laboratories in campus buildings may include special fire hazards or chemical storage and use. Building plans for all laboratories will be reviewed by the County of Los Angeles Fire Department and by the California Chancellor's Office. All final recommendations of the approved plans will assure public safety for storage and use of laboratory areas.

Mitigation Measure 9b in the Mitigation Monitoring Program will reduce any potential hazards related to laboratory use to a level of insignificance.

Significant Effect 2.2.3 – New storage areas for potential hazardous materials may expose users to potential public hazards.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding –Operation and maintenance activities on campus may result in storage and use of chemicals, paint and other petroleum-based products. These areas will meet existing regulations for storage and use of hazardous materials.

Mitigation Measure 9c in the Mitigation Monitoring Program will reduce the potential impacts of the project from hazardous materials storage and use to a level of insignificance.

Significant Effect 2.2.4 – Construction activities may expose construction employees to potential soil contamination hazards.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Findings – Prior to excavation and construction, construction areas will be surveyed by a qualified Registered Environmental Assessor to detect the presence of any hazards of concern. All recommendations of the Phase One report will be implemented prior to construction. During excavation, if soil contamination is probable, the area will be investigated by qualified professionals, tested if needed, and recommendation implemented.

Mitigation Measures 9d, 9e in the Mitigation Monitoring Program will reduce the potential impacts of onsite soil contamination to a level of insignificance.

All significant environmental hazard effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 2.3 BIOLOGICAL RESOURCES

Significant Effect 2.3.1 – Construction activities may disturb or harm nesting birds on campus.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding -Mature trees occur in many areas on campus, which may be impacted by demolition and construction activities. If removal occurs in the prime nesting period, these areas will be surveyed by a qualified biologist to minimize disruption of nesting sites for migratory birds. Avoidance of the prime spring nesting period (April-May) is the most effective deterrent.

Mitigation Measure 10a in the Mitigation Monitoring Program will reduce the impacts of the project on nesting sites to a level of insignificance.

All significant environmental biological effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 2.4 SOCIO-ECONOMICS

Significant Effect 2.4.1 - The project will increase future area employment, which is not included in current governmental planning projections.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding - Employment increases on campus and any related off-campus employment related to the project is regarded as beneficial. The sub-regional area including the campus has a slightly lower projected employment growth than the County of Los Angeles for 2000-2020. Numerous governmental programs and plans rely on accurate projections of job growth. Providing the Southern California Association of Governments (SCAG) with the projected campus employment growth statistics facilitates their planning.

Mitigation Measure 12a in the Mitigation Monitoring Program will facilitate SCAG regional planning efforts to maintain proper employment, population and housing balance in the region.

All significant environmental socio-economic effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 2.5 AESTHETICS

Significant Effect 2.5.1 – New construction will change the aesthetics in some areas of the campus and changes in the landscaping are needed.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – The Facilities Master Plan includes specifies the location for new landscaping materials and their use in the overall design plan. These plans need to be implemented in conjunction with adjacent developments throughout the campus.

Mitigation Measure 13a in the Mitigation Monitoring Program provides for approval and implementation of the Landscape Planting Concept Plan, which will reduce aesthetic impacts of the project to a level of insignificance.

Significant Effect 2.5.2 – The project will result in new sources of glare near the campus perimeters.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding - All new lighting on campus will be directed onsite to reduce light and glare. All security, parking and building lighting will be directed onsite and not spill over into offsite areas. Building and landscaping plans will incorporate the lighting needs for each individual project.

Mitigation Measure 13b in the Mitigation Monitoring Program will reduce any potential light and glare impacts from lighting to a level of insignificance.

Significant Effect 2.5.3 – Exterior building materials and colors may change the aesthetics of some areas of the campus.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – New buildings will be developed adjacent to existing uses in several areas of the campus. Building materials and colors may cause glare or change the aesthetics of portions of the campus. Consideration of individual buildings and the project in its totality should be considered in the context of the existing campus facilities.

Mitigation Measure 13c in the Mitigation Monitoring Program will reduce any aesthetic impacts of new construction to a level of insignificance.

All significant environmental aesthetic effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 2.6 ON-CAMPUS PEDESTRIAN/VEHICULAR CIRCULATION

Significant Effect 2.5.4 – The project will require revised onsite signage for pedestrian and vehicular usage, revisions in carpool and van pool spaces, bicycle racks and storage lockers, public bus stop access, and temporary paths and parking area closures during construction.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – Pedestrian walkways, available parking areas and vehicular circulation will change continuously in some campus areas during project construction. These concerns need to be integrated with construction staging areas, employee and campus parking, and construction equipment and vehicle movement near each construction project. The Campus Police Department, construction employees and students and faculty must be informed of the changes and a safe parking, pedestrian and circulation and signage system provided during construction.

Mitigation Measures 2a, 2b, 2d, 2e-2h, 3e, 13d in the Mitigation Monitoring Program will implement the Campus-wide Wayfaring Signage Plan, Internal Circulation Plans and temporary changes to those plans during adjacent construction.

All significant on-campus environmental pedestrian and vehicular circulation effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

Significant Effect 2.5.5 – For vehicular and pedestrian safety at project buildout, the project must alter the existing vehicular and pedestrian circulation system in some areas of campus.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding –One new parking structure, a new signalized entrance, modification in existing parking areas and modification of the pedestrian circulation system may alter public bus stops, special parking areas and the need for signage. An Internal Circulation Plan will address these issues.

Mitigation Measures 2f, 2g, 2i, 3c-3e in the Mitigation Monitoring Program will reduce the impacts of the project on circulation on campus at buildout to a level of insignificance.

All significant environmental circulation effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 2.7 WATER AND FIRE SERVICES

Significant Effect 2.7.1 – The project will increase water demand and the required water flow for fire suppression on campus and may require changes in fire and emergency vehicle access routes.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding -Service increases, in and of themselves are not significant effects. However, to assure proper planning for future water demand and fire flows, the project includes a Domestic Water Plan and a new Fire Loop Main Piping system. A master Fire Protection and Emergency Vehicle Access Plan will assure that fire equipment access is available to all areas on campus.

Mitigation Measures 2j, 17a, 17c in the Mitigation Monitoring Program will reduce the potential impacts of the project on fire flow to a level of insignificance.

All significant environmental water and fire service effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 2.8 OFF-CAMPUS SECURITY

Significant Effect 2.8.1 – The project will increase the need for security services from the County of Los Angeles Sheriff's Department near, but off campus.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – While the Sheriff's Department receives few calls from areas near campus, the Department should be aware of student enrollment increases and changes in the circulation system on campus to provide efficient service, if needed.

Mitigation Measure 14a in the Mitigation Monitoring Program will provide the coordination with the Sheriff's Department to reduce any impacts of the project on public safety to a level of insignificance.

All significant environmental off-campus security effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 2.9 ON-CAMPUS SECURITY

Significant Effect 2.9.1 – The project may increase the need for equipment and personnel for the Campus Police Department

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – Student enrollment and faculty increases and an increase in building space on campus may alter the needs for on-campus security. Appropriate projections, funding and personnel are required to meet future security needs on campus.

Mitigation Measure 14b in the Mitigation Monitoring Program will reduce the project impacts on campus safety services to a level of insignificance.

Significant Effect 2.9.2 – The project may increase the need for onsite security during construction.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding – Construction equipment, construction personnel, building materials, site and building security and pedestrian safety near construction sites may require involvement of campus security. Development of a Security Construction Plan will assure these issues are addressed. Both the Code Blue and Evening Escorts programs may be revised.

Mitigation Measures 14c-14e in the Mitigation Monitoring Program will reduce the impacts of the project on public safety services on campus to a level of insignificance.

All significant environmental on-campus security effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 2.10 WATER DISTRIBUTION

Significant Effect 2.11.1 – The project will require the extension and modification of the water distribution system on campus.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding -New buildings and facilities will require hot, cold and domestic water services. The Domestic Water Plan, Chilled Water Piping Plan and heated Hot Water Piping Plan will be implemented concurrently with project development. The plans will assure water services are available for each building or area on campus.

Mitigation Measures 17a-17c in the Mitigation Monitoring Program will reduce the project impacts on water distribution to a level of insignificance.

All significant environmental water distribution effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 2.11 SEWER SYSTEM

Significant Effect 2.12.1 – The project will require the extension and modification of the sewage collection system on campus.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding -New buildings and athletic fields will require sewage collection and transport to offsite sewer mains. The Sanitary Sewer Piping Plan and any permits required by the Consolidated District of Los Angeles County will assure provision of sewer services to new buildings and facilities on campus.

Mitigation Measures 18a, 18b in the Mitigation Monitoring Program will reduce the impacts of the project on sewer systems to a level of insignificance.

All significant environmental sewer system effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 2.12 PUBLIC UTILITIES

Significant Effect 2.13.1 The project will require changes in the electrical, natural gas and communications systems. When feasible, building design and equipment shall reduce energy use.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding -New buildings, facilities and systems will require use of electricity, natural gas or communication networks. The Gas Piping Plan, Communication Ductbank Plan, Emergency



Distribution System Plan and Primary Electrical Distribution Plan will assure all new and existing development on campus has the required services. As required, outside agency permits will be obtained from service providers. Each new building will have its own energy management system.

Mitigation Measures 4e, 19a, 19b, 20a in the Mitigation Monitoring Program will reduce the project impacts on utility service demands to a level of insignificance.

All significant environmental utilities effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 2.13 SOLID WASTE COLLECTION

Significant Effect 2.14.1 – The project will require the extension and modification of solid waste collection system on campus.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding -New buildings and facilities will require a solid waste collection and transfer system. A plan will specify what facilities are needed for each project and area on campus subject to the Facilities Master Plan. Current recycling efforts will be continued with the new projects.

Mitigation Measure 21a in the Mitigation Monitoring Program will reduce the impacts of the project on solid waste systems on campus to a level of insignificance.

All significant environmental solid waste effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 2.14 DISABLED ACCESS

Significant Effect 2.15.1 – The project will require the need for services on campus for the disabled.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding -New buildings and facilities will change the need for circulation, access and vehicular services for the disabled. A Campus Site Disabled Access Routing Plan will assure all American Disability Act (ADA) requirements are implemented.

Mitigation Measure 3d in the Mitigation Monitoring Program will reduce the impacts of the project on the disabled on campus for circulation and access to a level of insignificance.

All significant environmental pedestrian effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR and incorporated into the project or future project approvals as set forth above.

## 2.15 CUMULATIVE IMPACTS

Cumulative impacts in the region were included in the traffic, air quality and noise studies, via the trip projection data provided by the Southern California Association of Governments. Potential regional impacts are addressed in the SCAG Regional Transportation Plan, the SCAQMD Air Quality Plan and the Noise Elements of County and City General Plans.

## STATEMENT OF OVERRIDING CONSIDERATIONS

*El Camino College 2012 Facilities Master Plan Final EIR (SCH 2003061012)*

July 19, 2013

### BACKGROUND

The *California Environmental Quality Act (CEQA)* and the *California CEQA Guidelines (Section 15093)* promulgated pursuant thereto provide:

(a) *CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'*

(b) *Where the lead agency approves a project which will result in the occurrence of significant effects which are identified in the Final EIR but are not avoided or substantially lessened, the agency must state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The Statement of Overriding Considerations shall be supported by substantial record in the record.*

(c) *If an agency makes a Statement of Overriding Considerations the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination." This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.*

### STATEMENT

The Board of Trustees of El Camino Community College District proposes to approve the El Camino College 2012 *Facilities Master Plan*. Because the actions constitute a project under CEQA and the *CEQA Guidelines*, a Subsequent Final Environmental Impact Report (EIR) has been prepared by the District.

The Board of Trustees finds that the mitigation measures required in the 2013 *Mitigation Monitoring Program*, when implemented, will avoid or substantially lessen the significant impacts identified in the El Camino 2012 *Facilities Master Plan Final EIR (Alternative 4)*. However, the Final EIR has identified a potential significant historic resource impacts that are unavoidable after incorporation of all feasible mitigation measures. The significant effect include: (1) Potential project impacts on contributing buildings to a potential eligible historic district and project impacts on two buildings (i.e. Administration and Planetarium) potentially individually eligible for the National Register of Historic

Places and the California Register of Historic Places, (2) Temporary construction and demolition noise impacts for residential lots north of Manhattan Beach Boulevard near Lemoli Avenue with wooden rear yard fences, (3) Temporary noise increases within Alondra Park east of the lake and on portions of the golf course during some re-construction activities for the Lot F Parking Structure, (4) On-campus parking deficiencies during Fall and Spring registration and during re-construction of the Lot F Parking Structure, (5) Temporary air quality operational impacts until increased public transit use results in a 4 percent reduction in NOx emissions and, (6) An increase in annual greenhouse gas regional emissions at buildout when using the Bay Area Air Quality Management District projection methodology and thresholds.

Although the required mitigation measures avoid or reduce the project impacts on the six significant effects listed above, the recommended mitigation measures do not reduce the significant effects to Less than Significant. Therefore, adoption of a Statement of Overriding Considerations is required (CEQA Guidelines, *Section 15093*).

In approving the project, the Board of Trustees has balanced the economic, legal, social, technological and other benefits of the proposed project against the unavoidable environment risks of the project. In this regard, the Board of Trustees finds that all feasible mitigation measures required in the 2013 *Mitigation Monitoring Program* will be implemented with the project. Any significant remaining unavoidable effects are acceptable due to the following specific considerations, all of which are based upon the facts set forth in the CEQA findings, Subsequent Final EIR (SCH 2002041161) and the record of the proceedings of this project.

1. The voters of El Camino Community College District passed Bond issues in November 2002 and November 2012 to modernize existing facilities and develop new facilities to implement the college's long-range educational objectives.
2. The Facility Steering Committee has approved the *2012 Facilities Master Plan* to provide needed future facilities for the projected 2020 student enrollments.
3. Approval of the project will accommodate an additional 3,625 students (full-time equivalents) in 2020, consist with District enrollment projections. The space utilization proposed is the result of extensive analysis and discussion with departmental representatives.
4. The buildings proposed for demolition are no longer adequate for the educational programs of the college. Their mechanical systems are not energy efficient and the electrical systems need upgrading. The existing classrooms or office space are often small, and do not include adequate storage space or data communications networks. Limited funds are better used for new construction than renovation and retrofitting of these buildings.

5. The proposed open space areas on campus are important design elements of the 2012 Facilities Master Plan, which necessitates removal of the existing Student Activities Center, Administration, South Gym, Arts, Art-North, Campus Theatre buildings. However, building condition and renovation costs are the primary reasons for their removal.
6. Murdock Stadium does not meet current structural requirements or Americans with Disabilities Act (ADA) standards. Restrooms and concession stands are not conveniently located for patron use. The proposed new athletic facilities lend themselves to multiple athletic uses and offer extensive land use benefits not present in the current facilities configurations. The resulting excess land will be used for new softball and soccer fields. In addition, the new physical education buildings will be more functional, cost efficient, and lower the annual building maintenance and grounds-keeping costs.
7. The new parking structure and Student Services Center are located to serve as the primary entrance to the campus and allow new students to access campus resources.
8. The renovation of the Lot F Parking Structure increases parking on campus, complies with current ADA regulations and allows installation of solar panels above the existing second level. The solar project will reduce regional cumulative greenhouse gases and provide a cost effective supplemental source of electricity on campus.

For these reasons, on balance, the Board of Trustees finds that there are economic, legal, social, technological or other benefits resulting from the project that serve to override and outweigh the project's unavoidable significant environmental impacts, and thus, the adverse environmental effects of the project (Alternative 4) are considered acceptable.

Table 1  
**MITIGATION MONITORING PROGRAM – July 19, 2013**  
**2012 Facilities Master Plan El Camino College Draft Subsequent Program EIR SCH 200301641**  
**CEQA Guidelines Section 15097**

Mitigation Measures	Monitoring Action	Department Responsible
<b>1. Land Use</b>		
<p>1a. All future construction projects on campus, shall be substantially consistent with the 2012 Facilities Master Plan. Building locations and total square footage (ASF) shall be in substantial conformance with the <i>Programming Planning Schedule</i>. Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing review of consistency between individual projects and 2012 Facilities Master Plan.</p>	<p>Facilities Planning and Services</p>
<b>2. Traffic/Circulation</b>		
<p>2a. Contractors shall submit traffic handling to Facilities Planning and Services and to the Campus Police Department prior to commencement of demolition or grading. The plans and documents shall comply with the Work Area Traffic Control Handbook (WATCH). Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing assurance of public safety at or near project construction sites.</p>	<p>Facilities Planning and Services</p>
<p>2b. Demolition and construction contracts shall include plans for temporary sidewalk closure, pedestrian safety on adjacent sidewalks, and vehicle and pedestrian safety along the project perimeter, along construction equipment haul routes on campus and near onsite construction parking areas. These plans shall be reviewed by the Public Safety Department and approved by the Campus Police Department and approved by Facilities Planning and Services. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing assurance of public safety at or near project construction sites.</p>	<p>Purchasing</p>

<p>2c. The College shall consult with the effected Cities on a Truck Route Plan for all major earth hauling activities involving more than eighty (80) trucks per day. Hauling of earth materials shall only occur between 9:00 am and 2:00 pm Monday through Friday and between 8:00 am to 5:00 pm on Saturdays to avoid peak hour traffic. Light duty trucks with a weight of no more than 8,500 pounds are exempted from this restriction. Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing reduction of construction traffic during peak hours.</p>	<p>Facilities Planning and Services</p>
<p>2d. Each project construction site shall be adequately barricaded with temporary fencing to secure construction equipment, minimize trespassing, vandalism, short-cut attractions, and reduce hazards during demolition and construction. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing provisions for construction security for individual projects and assurance of public safety.</p>	<p>Facilities Planning and Services</p>
<p>2e. Construction contractors shall post a flag person at locations near a construction site during major truck hauling activities to protect pedestrians from conflicts with heavy equipment entering or leaving the project site. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing provision for public safety from truck hauling activities near pedestrian paths.</p>	<p>Facilities Planning and Services</p>
<p>2f. The College shall implement the proposed onsite circulations recommendations included in Figure 29 of the traffic study concurrent with adjacent development on campus. Facilities Planning and Services shall monitor compliance.</p>	<p>Implementation of recommended circulations improvements, including additional pedestrian sidewalks.</p>	<p>Facilities Planning and Services</p>
<p>2g. The College shall implement onsite traffic signing and striping in conjunction with detailed construction plans for the project. Facilities Planning and Services shall monitor compliance.</p>	<p>Provision for required onsite traffic signs and striping.</p>	<p>Facilities Planning and Services</p>
<p>2h. The College shall implement the Transportation Demand Management mitigation measures required by the County of Los Angeles for projects of 100,000 or more square feet of floor space. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing compliance with TDM requirements to reduce vehicle trips.</p>	<p>Facilities Planning and Services</p>

<p>2i. The sight distance at each project access on campus shall be reviewed with respect to California Department of Transportation standards in conjunction with the preparation of the landscape and street improvement plans. Facilities Planning and Services shall monitor compliance.</p>	<p>Assuring public safety at all project entrances</p>	<p>Facilities Planning and Services</p>
<p>2j. The Master Fire Protection and Emergency Vehicle Access Plans shall be revised to conform to the 2012 Facilities Master Plan and the 2012 traffic/parking study. The Plan is subject to the review and approval of the County of Los Angeles Fire Department. All subsequent development projects shall implement the Plan. Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing provisions for adequate and safe fire suppression and emergency services on campus.</p>	<p>Facilities Planning and Services</p>
<p>2.k. Prior to 2020 the California Department of Transportation shall implement the lane improvements at the Interstate 405 SB Ramps with Redondo Beach Boulevard identified in Table 9 of the traffic study. The College shall contribute its fair share cost for these improvements (less any offsets from gas tax funds for roadway improvements). The Department of Transportation shall monitor compliance.</p>	<p>Provision for required lane improvements at area freeway ramps.</p>	<p>California Department of Transportation – District 7</p>
<p>2l. Prior to 2020 the County of Los Angeles shall implement the lane improvements identified in Table 9 of the traffic study at the Prairie Avenue/Redondo Beach Boulevard and Crenshaw Boulevard/Manhattan Beach Boulevard intersections through their <i>Capital Improvement Program</i>. The College shall contribute its fair share cost for these improvements (less any offsets from gas tax funds for roadway improvements). The Public Works Department of the County of Los Angeles shall monitor compliance.</p>	<p>Provision for required lane improvements at area freeway ramps.</p>	<p>California Department of Transportation - District 7</p>
<p>2m. Prior to 2020 the City of Torrance shall implement the lane improvements identified in Table 9 of the traffic study for the Crenshaw Boulevard/Redondo Beach Boulevard,</p>	<p>Provision for required lane improvements at campus intersections.</p>	<p>Facilities Planning and Services</p>



<p>Crenshaw Boulevard/Artesia Boulevard and Crenshaw Boulevard/182<sup>nd</sup> Street intersection through their <i>Capital Improvement Program</i>. The College shall contribute its fair share cost for these improvements (less any offsets from gas tax funds for roadway improvements). The Engineering Department of the City of Torrance shall monitor compliance.</p>		
<p>2n. Prior to 2020 the College shall implement the lane improvements at the El Camino College SW Entrance/Redondo Beach Boulevard intersection identified in Table 9 of the traffic study. The Engineering Department of the City of Torrance shall monitor compliance.</p>	<p>Provision for required lane improvements at campus intersections.</p>	<p>Facilities Planning and Services</p>
<p>2o. Prior to 2020 the College shall implement the lane and new traffic signal improvements at the El Camino College NW Entrance at Manhattan Beach Boulevard intersection identified in Table 9 of the traffic study. The Public Works Department of the County of Los Angeles shall monitor compliance.</p>	<p>Provision for required lane and traffic signal improvements at campus intersections.</p>	<p>Public Works Department of the County of Los Angeles</p>
<p><b>3. Campus Parking/Pedestrian Paths</b></p>		
<p>3a. A temporary parking program shall be implemented during any Lot F Parking Structure construction phase that result in a ninety-five (95) percent or more parking space utilization on campus weekdays. A communications program identifying available parking lots on campus shall also be implemented during the Lot F construction period. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing provision for adequate parking during re-construction of the Lot F Parking Structure.</p>	<p>Facilities Planning and Services</p>
<p>3.b. The College shall install a total of 6,264 parking spaces at buildout of the 2012 Facilities Master Plan and maintain a minimum ratio of 0.28 spaces per FTES. A parking space utilization rate of equal or less than 90 percent is recommended for day enrollment four weeks into the fall semester. The rate shall be evaluated every three-years. Facilities Planning and Services shall monitor</p>	<p>Ongoing supply of parking on campus to meet college demands.</p>	<p>Facilities Planning and Services</p>

<p>compliance.</p> <p>3c. The College shall implement the following recommendations: (1) preferential carpool parking permits and spaces, (2) Bicycle racks and storage lockers, (3) if needed, restripe/redesign existing parking lots for greater efficiency and (4) create carpool and motorcycle parking permits. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing provision for special parking areas and efficient surface parking lots.</p>	<p>Facilities Planning and Services</p>
<p>3d. An Internal Circulation Plan shall be prepared based on the 2012 Facilities Master Plan. The plan shall specify all parking areas, parking regulations, public bus stops, pathways, shuttle stops, vanpool spaces, handicapped spaces, emergency vehicle access and signage within the campus needed for buildout of the 2012 Facilities Master Plan. The Plan shall comply with all requirements of the American Disabilities Act. All recommendations of the approved Internal Circulation Plan shall be included in construction contracts and implemented. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing implementation of a safe internal circulation routes on campus and compliance with ADA regulations.</p>	<p>Facilities Planning and Services</p>
<p>3e. The College shall complete parking, pedestrian, circulation and signage plan to address direct and indirect public safety needs for parking on campus during the construction period. Construction employee parking areas shall be identified and the changing parking demands created by construction, increased student enrollments and new building locations projected to balance parking demand and supply Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing provision for maintaining adequate parking during construction periods.</p>	<p>Facilities Planning and Services</p>
<p>3.f. The College shall offer instant rebates on purchase of new monthly Discount Bus Passes for students during any construction phase of the Lot F Channel Parking Structure when the FTES estimates and the parking supply of 0.28 spaces per FTES is deficient. The offer days and the discount (e.g. 10 percent or more) shall</p>	<p>Temporary provision for maintaining adequate parking during construction periods.</p>	<p>Facilities Planning and Services</p>

<p>be included in campus publications, the campus website, posters and in the communication program required by PK-01 (i.e. Item 3.a. herein). All costs shall be borne by the College. Facilities Planning and Services shall monitor compliance.</p>		
<p>3.g. If parking projections indicate the need for temporary off-campus parking spaces during Lot F Channel Parking Structure construction, the College shall enter into short-term parking agreements with businesses or churches with surplus daytime surface parking east of Crenshaw Boulevard. Other options include short-term parking space rental in areas more removed from the campus with shuttle service to campus during the peak morning and evening hours. Facilities Planning and Services shall ensure compliance.</p>	<p>Temporary off-campus parking areas to ensure adequate parking during Lot F Channel Parking Structure construction.</p>	<p>Facilities Planning and Services</p>
<p>3.h. The College shall discuss increased parking along Manhattan Beach Boulevard from Prairie Avenue to the Dominquez Channel during the Lot F Parking Structure construction with the County of Los Angeles Department of Public Works. Any mutually agreed on improvements required for signage, parking prohibitions near intersecting streets or driveways (i.e. red curbs) and improved pedestrian crossing signage shall be financed by the College. Facilities Planning and Services shall monitor compliance.</p>	<p>Off-campus parking areas to ensure adequate parking during Lot F Channel Parking Structure construction.</p>	<p>Facilities Planning and Services</p>
<p><b>4. Air Quality</b></p>		
<p>4a. All contractors shall comply with all feasible Best Available Control Measures (BACM) in Rule 403 included in Table 1: Best Available Control Measures Applicable to All Construction Activity Sources. In addition, the project shall comply with at least one of the following Track-Out Control Options: (a) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending</p>	<p>Ongoing compliance with Rule 403 to reduce air quality emissions. The mitigation measure replaces Mitigation Measure 3a in the 2008 FEIR.</p>	<p>Purchasing</p>

at least 20 feet wide and 50 feet long, (b) Pave the surface extending at least 100 feet and a width of at least 20 feet wide, (c) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages before vehicles exit the site, (d) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site, (e) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified items (a) through (d) above. Individual BACM in Table 1 that are not applicable to the project or infeasible, based on additional new project information, may be omitted only if Facilities Planning and Services specifies in a written agreement with the applicant that specific BACM measures may be omitted. Any clarifications, additions, selections of alternative measures, or specificity required to implement the required BACM for the project shall be included in the written agreement. The written agreement shall be completed prior to commencement of demolition and/or grading permit for a project. Facilities Planning and Services shall ensure compliance.

4.b. Construction contracts shall specify that all diesel construction equipment used onsite shall use ultra-low sulfur diesel fuel. Project construction contracts shall also prohibit vehicle and engine idling in excess of five (5) minutes and ensure that all off-road equipment is compliant with the CARB's in-use off-road diesel vehicle regulations and SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks, and all internal combustion engines/construction equipment operating on the project site shall meet EPA-Certified Tier 2 emissions standards, or higher

Ongoing compliance with CARB and EPA regulations to reduce air quality emissions. The mitigation measure replaces Mitigation Measure 3b in the 2008 FEIR.

Purchasing

<p>according to the adopted project start date requirements. A copy of each unit's certified tier specification, BACT documentation and CARB or SCAQMD operating permit shall be provided to the construction manager at the time of mobilization of each applicable unit of equipment. Facilities Planning and Services shall ensure compliance.</p>		
<p>4c. During construction, contractors shall minimize onsite air quality impacts by implementing the following measures: (a) encourage car pooling for construction workers, (b) limit lane closures to off-peak travel periods, (c) park construction vehicles off traveled roadways, (d) encourage receipt of materials during non-peak traffic hours and (e) sandbag construction sites for erosion control. These requirements shall be included in construction contracts and implemented. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing compliance with recommendations to reduce air quality emissions.</p>	<p>Facilities Planning and Services</p>
<p>4d. Truck deliveries and pickups shall be scheduled during off-peak hours whenever possible to alleviate traffic congestion and air quality emissions during peak hours. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing compliance with recommendations to reduce vehicle trips during peak hours.</p>	<p>Facilities Planning and Services</p>
<p>4e. An energy management system shall be installed in all new facilities to reduce energy consumption and related pollutant emissions. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing compliance with recommendations to reduce energy and air quality emissions.</p>	<p>Facilities Planning and Services</p>
<p>4f. During project construction, all off-road diesel-powered construction equipment greater than 50 hp shall meet the EPA-Certified Tier 4 interim emission standards where available. All construction equipment shall be outfitted with BACT devices certified by CARB. Any emission control devices used by a contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</p>	<p>Ongoing compliance with EPA and CARB regulations to reduce diesel particulate emissions.</p>	<p>Facilities Planning and Services</p>

<p>A copy of each unit's certified tier specification, BACT documentation and CARB or SCAQQMD operating permit shall be provided by contractors before commencement of equipment use on campus. Facilities Planning and Services shall ensure compliance.</p>		
<p>4g. During grading and construction, fugitive dust from construction operations shall be reduced by watering at least twice daily using reclaimed water or chemical soil binder, where feasible, or water whenever substantial dust generation is evident. Grading sites of more than ten gross acres shall be watered at least three times daily. The project shall comply with Rule 403: Fugitive Dust (South Coast Air Quality Management District). Project contractors shall suspend grading operations, apply soil binders, and water the grading site when wind speeds (as instantaneous gusts) exceed 25 miles per hour. Traffic speeds on all unpaved graded surfaces shall not exceed 15 miles per hour. All grading operations shall be suspended during first and second stage smog alerts. All project contracts shall require project contractors to keep construction equipment engines tuned to ensure that air quality impacts generated by construction activities are minimized. Upon request, contractors shall submit equipment tuning logs to Facilities Planning and Services. Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing compliance with SCAQMD regulations to reduce particulate emissions.</p>	<p>Facilities Planning and Services</p>
<p>4h. To reduce VOC emissions, all construction contracts shall specify the use of paint with low VOC emissions (ROG emission rate of less than 0.80 pounds per gallon), limit painting to eight hours per day, use paint thickness of 0.75 millimeters or less, use water-based and low-VOC coatings with ROG/VOC emissions of less than 8.0 pounds per 1,000 square feet of painted surface, and use high-volume, low pressure sprayers. Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing compliance with SCAQMD regulations to reduce VOC particulate emissions.</p>	<p>Purchasing</p>

<b>5. Greenhouse Gases</b>		Facilities Planning and Services
<p>5a. Future buildings exceeding 20,000 ASF shall have building roof coverings with a minimum three-year aged solar reflectance and thermal emittance, or a minimum reflectance index (SRI) greater than or equal to the values specified in Sections A5.106.11.2.1 and A5.106.11.2.2 or a minimum aged Solar Reflectance Index (SRI) 3 complying with Sections A5.106.11.2.3 as shown in Table A5.106.11.2.1 or A5.106.11.2.2 in Appendix A5 for Non-Residential Voluntary Measures in the 2010 California Green Building Standards Code (CalGreen). Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing compliance with CalGreen voluntary regulations to reduce cumulative GHG emissions in the SCAB.</p>	<p>Facilities Planning and Services</p>
<p>5b. Future buildings exceeding 20,000 ASF shall include occupant sensors, motion sensors and vacancy sensors capable of automatically turning off all the lights in an area no more than 30 minutes after the area has been vacated and shall have a visible status signal indicating that the device is operating properly or that it has failed or malfunctioned. The visible status signal may have an override switch that turns the signal off. In addition, ultrasonic and microwave devices shall have a built-in mechanism that allows the calibration of the sensitivity of the device to room movement in order to reduce the false sensing of occupants and shall comply with either Subsection A5.209.1.4.1 or A5.209.1.4.2 as applicable. These measures are included in Appendix A5 for Non-Residential Voluntary Measures in the 2010 California Green Building Standards Code (CalGreen). Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing compliance with CalGreen voluntary regulations to reduce cumulative GHG emissions in the SCAB.</p>	<p>Facilities Planning and Services</p>
<p>5c. Future buildings exceeding 20,000 ASF shall include installation of field-fabricated fenestration (i.e. windows) and field-fabricated exterior doors only if the compliance for documentation demonstrates compliance for</p>	<p>Ongoing compliance with CalGreen voluntary regulations to reduce cumulative GHG emissions in the SCAB.</p>	<p>Facilities Planning and Services</p>

<p>the installation using U-factors from Table A5.205.1-A and Solar Heat Gain Coefficient (SHGC) values from Table A5.205.1-B included in Appendix A5 for Non-Residential Voluntary Measures in the 2010 California Green Building Standards Code (CalGreen). Facilities Planning and Services shall ensure compliance.</p>		
<p>5d. Future buildings exceeding 50,000 ASF shall either have an energy efficiency of 30 percent above Title 24, Part 6 (e.g. Exceed CEC requirements (Performance Approach), based on the 2008 Energy Efficiency Standards by 30 percent and meet the requirements of Division A45.6) or exceed the latest edition of "Savings by Design, Healthcare Modeling Procedures" by 15 percent, in accordance with Section A.5.203.1.2 CalGreen Tier 2 (OSHDP), as listed in Appendix A5 for Non-Residential Voluntary Measures in the 2010 California Green Building Standards Code (CalGreen). Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing compliance with CalGreen voluntary regulations to reduce cumulative GHG emissions in the SCAB.</p>	<p>Facilities Planning and Services</p>
<p>5.e. If Lot L undergoes major resurfacing in the future, the parking lot shall be constructed with solar reflective asphalt coating to reduce heat island effects. Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing compliance with CalGreen voluntary regulations to reduce cumulative GHG emissions in the SCAB and reduce heat island effects.</p>	<p>Facilities Planning and Services</p>
<p><b>6. Noise</b></p>		
<p>6a. All construction and general maintenance activities, except in emergencies or special circumstances, shall be limited to the hours of 7 am to 7 pm Monday-Saturday and prohibited on Sundays and legal holidays. Staging areas for construction shall be located away from existing offsite residences. All construction equipment shall use properly operating mufflers. These requirements shall be included in construction contracts and implemented. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing of limitation on construction hours to reduce construction noise impacts on adjacent areas.</p>	<p>Facilities Planning and Services</p>
<p>6b. The College shall adopt policies and post signs in the parking structures indicating</p>	<p>Ongoing restriction on vehicle alarms to minimize noise impacts on adjacent areas.</p>	<p>Public Safety</p>



<p>vehicles with alarms may be towed from parking areas if alarms sound for more than five minutes. The Public Safety Department shall ensure compliance.</p>		
<p>6c. The construction contracts for demolition of the Shops and Technical Arts buildings shall require use of quieter jackhammers (i.e. rotary pneumatic compressors and electro-pneumatic jackhammers) for removal of existing pavement on campus along Manhattan Beach Boulevard. The contract shall also limit using machine mounted hydraulic jackhammers for building demolition and using asphalt removal equipment to 8 am to 5 pm Monday through Friday). Facilities Planning and Services shall monitor compliance.</p>	<p>Compliance with project and County noise standards during demolition activities.</p>	<p>Facilities Planning and Services</p>
<p>6d. The construction contracts for demolition and construction of the Administration building shall require use of quieter jackhammers (i.e. rotary pneumatic compressors and electro-pneumatic jackhammers). Use of any machine-mounted hydraulic jackhammers shall be limited to 8 am to 5 pm Monday through Friday. Hourly limitations do not apply when the building shell is complete. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing compliance with project and County noise standards.</p>	<p>Facilities Planning and Services</p>
<p>6e. The construction contracts for construction activities for Phase 1 of the Lot F Parking Structure renovation shall require use of quieter jackhammers (i.e. rotary pneumatic compressors and electro-pneumatic jackhammers) for work within 750 feet of the face of the apartment buildings south of Redondo Beach Boulevard and for work located east of the Alondra Park lakeshore. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing compliance with project and County noise standards.</p>	<p>Facilities Planning and Services</p>
<p>6f. Loudspeaker and other public address systems on campus shall be located and adjusted to register no more than 70 dB L max at the nearest offsite residences. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing restriction of loudspeaker and public address system noise levels to minimize noise impacts on adjacent areas.</p>	<p>Facilities Planning and Services</p>

<p>6g. The construction contracts for construction of the Lot C Parking Structure, Shops and Student Services buildings shall require use of quieter equipment (i.e. front loaders with rubber tires, factory recommended mufflers, onsite electrical sources for power equipment rather than diesel generators, sound blankets, temporary sound barriers as required by the College, and electric welders). Use of asphalt removal or installation equipment shall only occur during limited construction hours (8 am to 5 pm Monday through Friday). Equipment restrictions and hour limitations do not apply when the building shells are complete. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing compliance with project and County noise standards.</p>	<p>Facilities Planning and Services</p>
<p>6h. The hours of operations of the Stadium facilities shall be limited to 7:00 am to 11:00 pm weekdays except for special events or occasions approved by the Director of Facilities. Weekend special events within the complex such as tournaments, day-long-meets, marching bands shall not begin before 8:00 am on Saturday or 9:00 am on Sunday unless approved by the Director of Facilities. A week in advance, users shall file an Operations Schedule with the Director of Facilities for special events that identifies hours of use and major noise sources. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing compliance with project and County noise standards.</p>	<p>Facilities Planning and Services</p>
<p>6i. The College shall apply for an Access Permit and Letter of Agreement from the County of Los Angeles Park Department concerning the construction activities and operations occurring near or within Alondra Park prior to commencement of the project. All construction contracts for the Lot F Parking Structure renovation shall implement the mutually agreed on construction operations, standards and mitigation measures to reduce adverse noise, aesthetic, land use or intrusion</p>	<p>Ongoing compliance with project and County real estate and noise standards.</p>	<p>Facilities Planning and Services and County of Los Angeles Parks Department</p>

impacts within Alondra Park. These measures may include limitations on use of specific areas, specified hours of use for specific areas, use of specific construction equipment with reduced noise characteristics, park patron public safety measures, perimeter fencing and security. Special attention shall be given to any feasible mitigation measures that will reduce offsite construction noise impacts within the park east of the lake. The Agreement shall address all post project conditions that must be implemented, park design standards and financing responsibilities. Facilities Planning and Services shall monitor compliance.

6.j. At least one week prior to commencement of each major construction phase (including demolition and building construction phases), the prime contractor shall post notices of the expected duration and times of construction activities in a public viewing location visible from Manhattan Beach Boulevard. A contact name and 24-hour phone number for the contractor shall be identified in the notices to address any citizen concerns. The prime contractor shall review the phone messages daily and respond to the messages within 24-hours. A summary of all citizen concerns shall be forwarded to the Director of Facilities or his assignee by e-mail within two working days of receiving a message. Any major citizen concern shall be forwarded to the Director of Facilities or his assignee within eight hours. A written record of all messages received, and when and how the concern was addressed, shall be maintained by the prime contractor. The written records shall be forwarded to the Director of Facilities or his assignee monthly. All construction contracts for the prime contractors shall include this requirement. Facilities Planning and Services shall ensure compliance.

Address any citizen concerns for demolition and construction activities on campus south of Manhattan Beach Boulevard.

Facilities Planning and Services

<b>7. Soils/Geology</b>		
7a. Prior to implementation, a Structural Building Assessment shall be completed for all buildings on campus proposed for renovation. Facilities Planning and Services shall monitor compliance.	Ongoing requirements to assure public safety from seismic hazards.	Facilities Planning and Services
7b. All recommendations in the final geotechnical report(s) for projects included in the 2012 Facilities Master Plan shall be included in construction contracts and implemented. The reports shall investigate both soil conditions and seismic hazards. Facilities Planning and Services shall monitor compliance.	Ongoing requirements to assure public safety from seismic hazards.	Facilities Planning and Services
7c. During construction grading and site preparation activities, the Contractor shall monitor all construction activities. In the event a paleontological find or a potential paleontological find is discovered, construction activities shall cease and the Contractor shall inform the Project Manager. A qualified paleontologist shall be contacted to analyze the find and recommend further appropriate measures to reduce further impacts on paleontological resources. Facilities Planning and Services shall monitor compliance.	Ongoing requirements to assure appropriate actions for discovery of cultural resources.	Facilities Planning and Services
7.d. A subsurface soil gas investigation shall be completed for any project site (other than the Stadium and Shops) when the geotechnical report indicates the potential of methane. Facilities Planning and Services shall monitor compliance.	Ongoing requirements to assure public safety from potential methane levels above actionable standards.	Facilities Planning and Services
7.e. If a subsurface soil gas assessment (e.g. methane and VOCs) indicates the potential for presence of methane above Department of Toxic and Control Substances (DTSC) and City of Los Angeles Department of Building and Safety (DBS) methane action levels, final design grading shall be completed prior to implementation of soil gas monitoring. The soil gas monitoring shall evaluate the VOCs and	Ongoing requirements to assure public safety from potential methane levels above actionable standards.	Facilities Planning and Services

methane concentrations throughout the project site. If additional measures are required they shall be designed to prevent accumulation of methane at actionable levels within confined spaces (e.g. ventilated attic spaces, installation of vapor barriers beneath structures, etc.). Within 60 days of the completion of soil gas monitoring on a graded site, a report shall be submitted to DTSC for review. Any measures required by DTSC for soil gas levels onsite shall be implemented prior to construction. Facilities Planning and Services shall ensure compliance.

**8. Hydrology/Flooding**

8a. The Master Campus Drainage Plan shall be updated prior to commencement of grading for the 2012 Facilities Master Plan. The plan shall comply with the State of California National Pollutant Discharge Elimination System (NPDES) Construction Activities Storm Water Discharge Permit (Construction Permit) regulations. When construction activities on campus constitute acreage at or above the threshold acreage, the College shall prepare a Storm Water Pollution Prevention Plan (SWPPP) and a Monitoring Program for the 2012 Facilities Master Plan. The Master Campus Drainage Plan shall meet any requirements of the County of Los Angeles Department of Public Works and the City of Torrance. All recommendations of the approved final drainage plan(s) shall be included in construction contracts and implemented. Facilities Planning and Services shall monitor compliance.

Ongoing provisions for compliance with Water Quality Management Plans.

Facilities Planning and Services

8b. All drainage improvements shall be consistent with the Master Campus Drainage Plan. All recommendations of the approved final drainage plan(s) shall be included in construction contracts and implemented. Facilities Planning and Services shall monitor compliance.

Ongoing provisions for compliance with campus drainage plans.

Facilities Planning and Services

<p>8c. Prior to excavation onsite for which the preliminary soils/geology report indicated groundwater may be encountered; any required permit for de-watering shall be obtained from the California Regional Water Quality Control Board, Los Angeles Region. If effluent concentrations exceed permit requirements, a carbon treatment system or equivalent system to remove pollutants shall be utilized prior to discharge. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing provisions for compliance with RWQCB regulations.</p>	<p>Facilities Planning and Services</p>
<p><b>9. Hazards</b></p>		
<p>9a. Prior to demolition or remodeling, onsite inspection and sampling in all buildings included in the 2012 Facilities Master Plan for renovation or demolition shall be completed by a qualified OSHA professional for asbestos contaminated building materials and the presence of lead-based paint. All final recommendations of the final approved report(s) shall be included in construction contracts and implemented. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing compliance with OSHA and SCAQMD regulations for ACBM materials or lead-based paint hazards.</p>	<p>Facilities Planning and Services</p>
<p>9b. All building plans for laboratories on campus shall be reviewed by the Department of State Architect, the State Fire Marshall and the County of Los Angeles Fire Department (Fire Prevention-Engineering Unit) for fire and hazard safety. All final recommendations of the final approved plan(s) shall be included in construction contracts and implemented. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing compliance with DSA regulations for fire and hazard safety in campus laboratories.</p>	<p>Facilities Planning and Services</p>
<p>9c. Prior to construction of storage areas onsite of potential hazardous chemicals and materials and operational plans shall be reviewed by the County of Los Angeles Fire Department. All recommendations of the final approved plans shall be included in construction documents, if applicable and implemented. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing compliance with County of Los Angeles Fire Department regulations for storage of potential hazardous chemicals and materials on campus.</p>	<p>Facilities Planning and Services</p>

<p>9d. Prior to construction on campus in which potential hazards for soil contamination may exist (e.g. fuel storage or transfer areas, prior use with extensive chemical use, etc.) the College shall have a Phase One Environmental Site Assessment (ESA) prepared by a qualified Registered Environmental Assessor. All recommendations of the final approved reports shall be included in construction documents and implemented. If required, the reports shall be reviewed by the South Coast Air Quality Management District, County of Los Angeles Health Agency or the California Regional Water Quality Control Board. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing evaluation of potential hazards from contaminated soils.</p>	<p>Facilities Planning and Services</p>
<p>9e. If soil contamination is suspected during construction of the project, construction in the area shall stop and Facilities Planning and Services notified. Any subsequent required investigation and/or remediation will be specified by DTSC, Facilities Planning and Services, and if required, by the South Coast Air Quality Management District, the County of Los Angeles Health Agency or the California Regional Water Quality Control Board. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing evaluation of potential hazards from contaminated soils</p>	<p>Facilities Planning and Services</p>
<p><b>10. Biological Resources</b></p>		
<p>10a. Prior to removal of any trees on campus in or near construction areas during March-May, a qualified biologist shall survey the trees for active nesting sites. All recommendations of the final biological report shall be completed. Facilities Planning and Services shall monitor compliance.</p>	<p>Project compliance with CDFG regulations for rare and sensitive biological resources.</p>	<p>Facilities Planning and Services</p>
<p><b>11. Historic Resources</b></p>		
<p>11a. If feasible, the District agrees, and an application for a Historic District for the campus is approved by SHPO, all subsequent activities related to the 2012 Facilities Master Plan that avoid adverse impacts by not materially altering the physical characteristics of buildings</p>	<p>Project compliance with CEQA regulations, SHPO guidelines for historic resources, Secretary of the Interior's Standards (Grimmer and Weeks) and California Historical Building Code 2010, (CCR Title 24, Part 8).</p>	<p>Facilities Planning and Services</p>

<p>designated as Contributors to a Historic District must be implemented. Facilities Planning and Services shall ensure compliance.</p>		
<p>11b. If feasible, the District agrees, and an application for a Historic District for the campus is approved by SHPO, the District shall retain the services of a qualified historic preservation consultant with experience in architectural preservation to review structural designs and monitor construction activities affecting historic resources to ensure protection of the historic fabric and compliance with approved designs in conformance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Properties. Facilities Planning and Services shall ensure compliance.</p>	<p>Project compliance with CEQA regulations, SHPO guidelines for historic resources, Secretary of the Interior's Standards (Grimmer and Weeks) and California Historical Building Code 2010, (CCR Title 24, Part 8).</p>	<p>Facilities Planning and Services</p>
<p>11c. If an application for a Historic District for the campus is not approved, documentation shall be completed for all buildings recommended as Contributors to a Historic District using the Historic American Building Survey (HABS) Level 2 standards as guidelines for recording the buildings through photographs, drawings and written descriptions. Facilities Planning and Services shall ensure compliance.</p>	<p>Project compliance with HABS Level 2 standards. (Please note that this documentation will meet or exceed the standards adopted in the 2003 Mitigation Monitoring Program for historic resources).</p>	<p>Facilities Planning and Services</p>
<p><b>12. Socio-economics</b></p>		
<p>12a. Every five (5) years, projections of future campus employment shall be forwarded to the Southern California Association of Governments. Human Resources shall monitor compliance.</p>	<p>Ongoing provision for employment projections for SCAG forecasts.</p>	<p>Human Resources</p>
<p><b>13. Aesthetics</b></p>		
<p>13a. All new construction contracts shall implement those provisions of the Landscape Planting Concept Plan applicable to their projects. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing provision for consistency between projects and the campus Landscape Plan.</p>	<p>Facilities Planning and Services</p>
<p>13b. All lighting shall be directed onsite and not spill over into offsite areas. All construction contracts shall include provisions defining the lighting for each project and direct light onsite.</p>	<p>Ongoing provision for minimizing glare from on campus lighting.</p>	<p>Facilities Planning and Services</p>



<p>Facilities Planning and Services shall monitor compliance.</p>		
<p>13c. Exterior building materials, colors and signage shall be reviewed by Facilities Planning and Services. All construction contracts shall specify these items and implement the final recommendations. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing provision for consistency between projects and the local built environment.</p>	<p>Facilities Planning and Services</p>
<p>13d. All new construction contracts shall implement applicable requirements of the Campus-wide Wayfinding Signage Plan for their projects. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing provision for consistency between projects and the Signage Plan.</p>	<p>Facilities Planning and Services</p>
<p><b>14. Campus Security</b></p>		
<p>14a. The Campus Police Department shall keep the Sheriff Department informed of anticipated major changes in circulation patterns and parking, and any special security needs related to campus construction and operation. The Campus Police Department shall monitor compliance.</p>	<p>Ongoing communication of campus circulation and parking conditions.</p>	<p>Campus Police Department</p>
<p>14b. Within six months of certification of the 2012 Final EIR for the 2012 Facilities Master Plan, the Campus Police Department shall project their Department personnel and equipment needs to accommodate the student, staff and facility increases projected in the <i>Facilities Master Plan</i> for 2015 and 2020. The plan shall provide for student, staff and visitor security upon buildout of the 2012 Facilities Master Plan. (Revisions to the Code Blue Emergency Phone System and revision to the assignment of Evening Escorts shall be included in each plan). The Campus Police Department shall ensure compliance.</p>	<p>Ongoing provision for adequate police services on campus.</p>	<p>Campus Police Department</p>
<p>14c. The Campus Police Department shall approve a Security Construction Plan addressing the direct and indirect security needs for all construction activities associated with the 2012 <i>Facilities Master Plan</i>. For each project, the special public security and safety</p>	<p>Ongoing provision for adequate security plans on campus.</p>	<p>Campus Police Department</p>

<p>needs of buildings during demolition, new construction or remodeling, construction site security, transport and storage of construction materials and equipment, construction employee parking, construction employee security clearances, and non-construction student/employee safety near construction areas shall be addressed. Facilities Planning and Services shall ensure compliance.</p>		
<p>14d. Prior construction of 2012 Facilities Master Plan <i>projects</i>, the Campus Police Department shall review a parking, pedestrian, circulation and signage plan to address public safety needs on campus during the construction period. Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing provision for maintaining safety personnel and equipment to serve campus needs at buildout.</p>	<p>Public Safety</p>
<p>14e. The Public Safety Department shall complete a security construction plan to address direct and indirect security needs for all construction activities associated with the 2012 Facilities Master Plan. The special public safety needs of buildings (i.e. demolition, new construction and remodeling), construction sites, transport of construction materials and equipment, construction parking and use of construction equipment shall be addressed. Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing provision for maintaining safety personnel and equipment to serve campus needs during construction.</p>	<p>Public Safety</p>
<p><b>15. Lot F Channel Parking Structure</b></p>		
<p>15a. Pedestrian and vehicular access to all active construction areas in the Lot F Parking Structure shall be restricted to ensure public safety. Construction vehicular equipment routes shall be planned to minimize conflicts with non-construction vehicles and pedestrians. Flag persons and special signalization shall be used to assure safe passage for construction equipment. Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing efforts to ensure public safety during construction.</p>	<p>Facilities Planning and Services</p>
<p><b>16. Transit Services</b></p>		
<p>16a. The Bursar Office at El Camino College shall participate in the Metrolink College</p>	<p>Ongoing provision for bus passes for campus students.</p>	<p>Auxiliary Services</p>

<p>Student Discount Pass Program and offer students discount bus passes for transit lines which offer them. Registration materials for each term shall inform student of its availability. Auxiliary Services shall monitor compliance.</p> <p>16b. Schedule/fee information for Gardena Municipal Bus Lines, Torrance Transit System and the County of Los Angeles Metropolitan Transit Authority shall be made available for students for each term. The College shall offer students discount bus passes for transit lines which offer them. Planning and Services shall monitor compliance.</p>	<p>Ongoing provision for up to date information on area transportation services.</p>	<p>Auxiliary Services</p>
<p><b>17. Water</b></p>		
<p>17a. Facilities Planning and Services shall update the Domestic Water Plan and the Fire Loop Piping System to serve buildout of the 2012 Facilities Master Plan. All subsequent development projects shall implement the Plan and System. Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing provisions for adequate and safe water delivery and fire suppression systems on campus.</p>	<p>Facilities Planning and Services</p>
<p>17b. The Domestic Water Plan, Chilled Water Piping Plan and Heated Hot Water Piping Plan shall be updated to conform with the 2012 Facilities Master Plan. Recommendations of the three plans shall be included in construction contracts and implemented. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing provisions for adequate and safe cold and water delivery systems on campus.</p>	<p>Facilities Planning and Services</p>
<p>17c. Facilities Planning and Services shall obtain all permits and water commitments required by the Torrance Municipal Water District to serve buildout of the 2012 Facilities Master Plan. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing provisions for adequate and safe water delivery systems on campus.</p>	<p>Facilities Planning and Services</p>
<p><b>18. Wastewater</b></p>		
<p>18a. The Sanitary Sewer Piping Plan shall be updated to conform with the 2012 Facilities Master Plan. Recommendations of the approved Plan shall be included in construction contracts and implemented. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing provisions for adequate and safe wastewater delivery systems on campus.</p>	<p>Facilities Planning and Services</p>

<p>18b. Facilities Planning and Services shall obtain all permits required by the Consolidated District of Los Angeles County for wastewater service. These requirements shall be included in construction contracts. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing compliance with CSDLS regulations.</p>	<p>Facilities Planning and Services</p>
<p style="text-align: center;"><b>19. Natural Gas</b></p>		
<p>19a. The Gas Piping Plan, Communication Ductbank Plan, Emergency Distribution System Plan and Primary Electrical Distribution Plan updated to conform with the 2012 Facilities Master Plan. The plans shall specify revisions and additions to these utility systems within the campus needed for buildout of the 2012 <i>Facilities Master Plan</i>. Recommendations of the approved plans shall be included in construction contracts and implemented. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing provisions for adequate and safe utility delivery systems on campus.</p>	<p>Facilities Planning and Services</p>
<p>19b. Facilities Planning and Services shall obtain all permit approval(s) and service commitments required by the Southern California Gas Company for natural gas service. These requirements shall be included in construction contracts and implemented. Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing provisions for safe natural gas public systems on campus.</p>	<p>Facilities Planning and Services</p>
<p style="text-align: center;"><b>20. Electricity</b></p>		
<p>20a. Facilities Planning and Services shall obtain all approval(s) required by Southern California Edison for electrical service. These requirements shall be included in construction contracts and implemented. Facilities Planning and Services shall ensure compliance.</p>	<p>Ongoing provisions for adequate and safe electrical systems on campus.</p>	<p>Facilities Planning and Services</p>
<p style="text-align: center;"><b>21. Solid Waste</b></p>		
<p>21a. All solid waste collection system plans and equipments needed for buildout of the 2012 <i>Facilities Master Plan</i>. Shall be updated. Facilities Planning and Services shall monitor compliance.</p>	<p>Ongoing provisions for adequate solid waste collection and disposal.</p>	<p>Facilities Planning and Services</p>

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FILED  
Sep 11 2013

P700528

Print Form  
#2004

Notice of Determination

Appendix D

Dean C. Logan, Registrar - Recorder/County Clerk  
Electronically signed by MONIQUE DAVIS

To:

Office of Planning and Research  
For U.S. Mail: Street Address:  
P.O. Box 3044 1400 Tenth St., Rm 113  
Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk  
County of: Los Angeles  
Address: 12400 East Imperial Highway  
Norwalk, California 90650

From:

Public Agency: El Camino Community College  
Address: 16007 Crenshaw Boulevard  
Torrance, California  
Contact: Tom Brown  
Phone: 310/660-3593, Extension 6172

Lead Agency (if different from above):  
Address:  
Contact:  
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2003061012

Project Title: El Camino College 2012 Facilities Master Plan

Project Applicant: El Camino Community College District

Project Location (include county): County of Los Angeles

Project Description:

THIS NOTICE WAS POSTED  
ON September 11 2013  
UNTIL October 11 2013  
REGISTRAR - RECORDER/COUNTY CLERK

Construction, operation and maintenance of facilities in the 2012 Facilities Master Plan to accommodate projected enrollments in 2020. A net increase of 34,721 AST will result from project buildout, with approximately 410,000 ASF of demolition and 445,000 ASF of new construction at buildout in 2020. The renovation of the Lot F Parking Structure includes seismic upgrades and solar generation panels. The project will serve an increase of 63,206 WSCH or an increase of 3,600 FTES.

- 1. The project  will  will not] have a significant effect on the environment.
- 2.  An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
- 3. Mitigation measures  were  were not] made a condition of the approval of the project.
- 4. A mitigation reporting or monitoring plan  was  was not] adopted for this project.
- 5. A statement of Overriding Considerations  was  was not] adopted for this project.
- 6. Findings  were  were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:  
Facilities Planning and Services, El Camino College, 3400 West Manhattan Beach Boulevard, Torrance, CA 90506

Signature (Public Agency): [Signature] Title: Director of Facilities

Date: August 20, 2013 Date Received for filing at OPR:

State of California—Natural Resources Agency  
 CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE  
**2013 ENVIRONMENTAL FILING FEE CASH RECEIPT**

RECEIPT # 201309110470010
STATE CLEARING HOUSE # (If applicable) 2003061012

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY

LEAD AGENCY EL CAMINO COMMUNITY COLLEGE			DATE 09/11/2013
COUNTY/STATE AGENCY OF FILING LACC			DOCUMENT NUMBER 2013190526
PROJECT TITLE EL CAMINO COLLEGE 2012 FACILITIES MASTER PLAN			
PROJECT APPLICANT NAME TOM BROWN			PHONE NUMBER (310)660-3593
PROJECT APPLICANT ADDRESS 16007 CRENSHAW BL	CITY TORRANCE	STATE CA	ZIP CODE 90506

**PROJECT APPLICANT** (Check appropriate box):

Local Public Agency   
  School District   
  Other Special District   
  State Agency   
  Private Entity

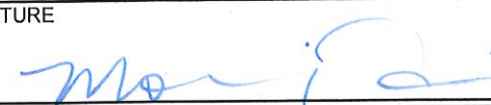
**CHECK APPLICABLE FEES:**

<input checked="" type="checkbox"/> Environmental Impact Report (EIR)	\$2,995.25	\$	<u>2,995.25</u>
<input type="checkbox"/> Negative Declaration (ND)(MND)	\$2,156.25	\$	<u>0.00</u>
<input type="checkbox"/> Application Fee Water Diversion (State Water Resources Control Board Only)	\$850.00	\$	<u>0.00</u>
<input type="checkbox"/> Projects Subject to Certified Regulatory Programs (CRP)	\$1,018.50	\$	<u>0.00</u>
<input checked="" type="checkbox"/> County Administrative Fee	\$50.00	\$	<u>75.00</u>
<input type="checkbox"/> Project that is exempt from fees			
<input type="checkbox"/> Notice of Exemption			
<input type="checkbox"/> CDFW No Effect Determination (Form Attached)			
<input type="checkbox"/> Other _____		\$	<u>0.00</u>

**PAYMENT METHOD:**

Cash   
  Credit   
  Check   
  Other \_\_\_\_\_

\$ 3,070.25

SIGNATURE  X 	TITLE  ITC
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**BOARD OF TRUSTEES  
EL CAMINO COMMUNITY COLLEGE DISTRICT  
August 19, 2013**

RESOLUTION NO. 13-01

RE: CERTIFICATION OF FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (SCH 2003061012) FOR THE EL CAMINO COLLEGE 2012 FACILITIES MASTER PLAN

**WHEREAS**, the Board of Trustees of El Camino Community College District has independently reviewed and analyzed Final Subsequent Environmental Impact Report 2003061012;

**WHEREAS**, the Board of Trustees finds that the Final Subsequent Environmental Impact Report (SCH 2003061012) has: (1) Complied with all requirements of the *California Environmental Quality Act* by identifying the changes or additions resulting from revising the El Camino College 2003 Facilities Master Plan, (2) Concludes that the conditions described in Section 15162 (3) (A) of the CEQA Guidelines calling for the preparation of a subsequent or supplement to a Environmental Impact Report are applicable to the project, (3) The evaluation meets the requirements of Section 15162 (b) (c) (d) 4 of the CEQA Guidelines, which specify the procedures for preparing and approving a Subsequent Environmental Impact Report, (4) All potential significant effects of buildout of the El Camino College 2012 Facilities Master Plan (Project Alternative 4) have been adequately and sufficiently addressed in the Final Subsequent Environmental Impact Report (SCH 2003061012) and feasible mitigation measures recommended for those effects in the 2013 Mitigation Reporting Program and, (5) Unavoidable adverse impacts of buildout of the project have been identified for historic resources, construction noise, parking, air quality emissions (NOx) and area greenhouse gas emissions;

**WHEREAS**, the Board of Trustees finds that the Final Subsequent Environmental Impact Report (SCH 2003061012) includes substantial evidence to support its conclusions and the evaluation reflects the independent judgment of the Lead Agency (e.g. the El Camino Community College District);

**WHEREAS**, the Board of Trustees finds that the Statement of Overriding Considerations provides sufficient and adequate reasons for balancing the unavoidable adverse environmental impacts of the project with the District's need for new and renovated facilities on campus to serve present and future educational objectives;

**WHEREAS**, all documents and other materials that constitute the record of proceedings upon which the Board of Trustee's decision is based are available for review at El Camino College, Facilities Planning and Services, 3400 West Manhattan Beach Boulevard, Torrance, California 90506;

**NOW, THEREFORE, BE IT RESOLVED**, the Board of Trustees approves the following five actions: (1) Certify the *El Camino College 2012 Facilities Master Plan Final Subsequent Environmental Impact Report (SCH 2003061012)*, (2) Adopt the *Mitigation Reporting Program* for the project, (3) Adopt the Statement of Facts and Findings for Project Alternative 4, (4) Adopt the Statement of Overriding Considerations, (4) Directs staff to file the Notice of Determination with the County of Los Angeles Register-Recorder/County Clerk, the State Clearinghouse and with the Community College Chancellor's Office and, (5) Adopts the El Camino College 2012 Facilities Master Plan.

**APPROVED AND ADOPTED** by the Board of Trustees of the El Camino Community College District this 19<sup>th</sup> day of August 2013, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

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William J. Beverly, President  
President of the Board of Trustees  
El Camino Community College District