October 2017 | Initial Study / Mitigated Negative Declaration

COLLINS STREET ELEMENTARY SCHOOL

Demolition Project

Prepared for:

Los Angeles Unified School District
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ENVIRONMENTAL CHECKLIST FORM

1. Project Title: Collins Street Elementary School Demolition Project

2. Lead Agency Name and Address:

   Los Angeles Unified School District
   333 South Beaudry Avenue
   Los Angeles, California 90017

3. Contact Person and Phone Number:

   Eimon Smith
   CEQA Project Manager/Contract Professional
   LAUSD Office of Environmental Health and Safety
   (213) 241-3417

4. Project Location:

   5717 Rudnick Avenue
   Los Angeles, CA 91367

5. Project Sponsor's Name and Address:

   Los Angeles Unified School District
   Office of Environmental Health and Safety
   333 South Beaudry Avenue, 21st Floor
   Los Angeles, California 90017

6. General Plan Designation:

   Canoga Park – Winnetka – Woodland Hills – West Hills Plan Area

7. Zoning:

   Public Facilities (PF)

8. Project Description:

Proposed Project

The Project site is located at 5717 Rudnick Avenue in the Woodland Hills neighborhood of the City of Los Angeles, California. The proposed Project is the demolition of five existing buildings (approximately 29,000 square feet) that comprise Collins Street Elementary School (Collins Street ES). The 6.56-acre campus is not proposed for renovation and no additional construction

activity is proposed or associated with the Project. **Figure 1, Collins Elementary School Demolition Project Site,** shows the Project site and existing buildings to be demolished.

The District completed a tree assessment for the campus and identified 74 trees. There were no protected trees within the foot print of the campus. As part of the proposed Project, the existing healthy trees and landscaping would remain on the Project site. However, 26 trees were identified as dead or hazardous (posing a potential threat to people of property) and would be removed during demolition of the buildings.[1] Existing asphalt and pavement would also remain on the Project site. Currently, the District does not have any plans for redevelopment of the Project site for a school or any other use. Demolition activities are expected to last approximately 50 days.

Project Location and Surrounding Uses

The Collins Street ES campus is located on the western side of the San Fernando Valley. The campus is bounded by Miranda Street to the north, Rudnick Avenue to the east, Collins Street to the south, and Shoup Avenue to the west **(Figure 2, Regional Location)**. The Woodland Hills Recreation Center is located at 5858 Shoup Avenue, Woodland Hills, CA to the north across Miranda Street, and to the south across Collins Street are a church complex and a private school. Another church is located to the east across Rudnick Avenue. The remainder of the surrounding neighborhood is primarily single-family residential properties. Single-family residences are situated on Miranda Street, to the north of the Project site, as well as to the west along Shoup Avenue **(Figure 3, Project Vicinity)**.

The Collins Street ES parcel (APN 2146-004-904) is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan Area (CPA) of the City of Los Angeles. The Mid-Century Modern campus was constructed in 1959. The campus has been vacant since it was closed in the summer of 1984. The District continued to lease Collins Street ES to various users until the summer of 2002. Regional access to the Project site via freeway is provided by US 101 to the south and Topanga Canyon Boulevard (SR-27) to the east. Local access from the freeways via major corridors is provided via Topanga Canyon Boulevard (SR-27) to the east and Burbank Boulevard to the south. Ventura Boulevard is also a major thoroughfare that runs across the southern San Fernando Valley which provides regional access to adjacent neighborhoods. Ventura Boulevard is located .33 mile south of the Project site.

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1 LAUSD (Phil J. Fernandez, Tree Maintenance Supervisor). March 2017. Tree Assessment for Building Demolition Memorandum. Los Angeles, CA.

LEGEND

Project Site

Project Site Buildings

SOURCE: KOA Corporation, 2017

FIGURE 1

IMPACT SCIENCES

Collins Elementary School Demolition Project Site

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Project Background

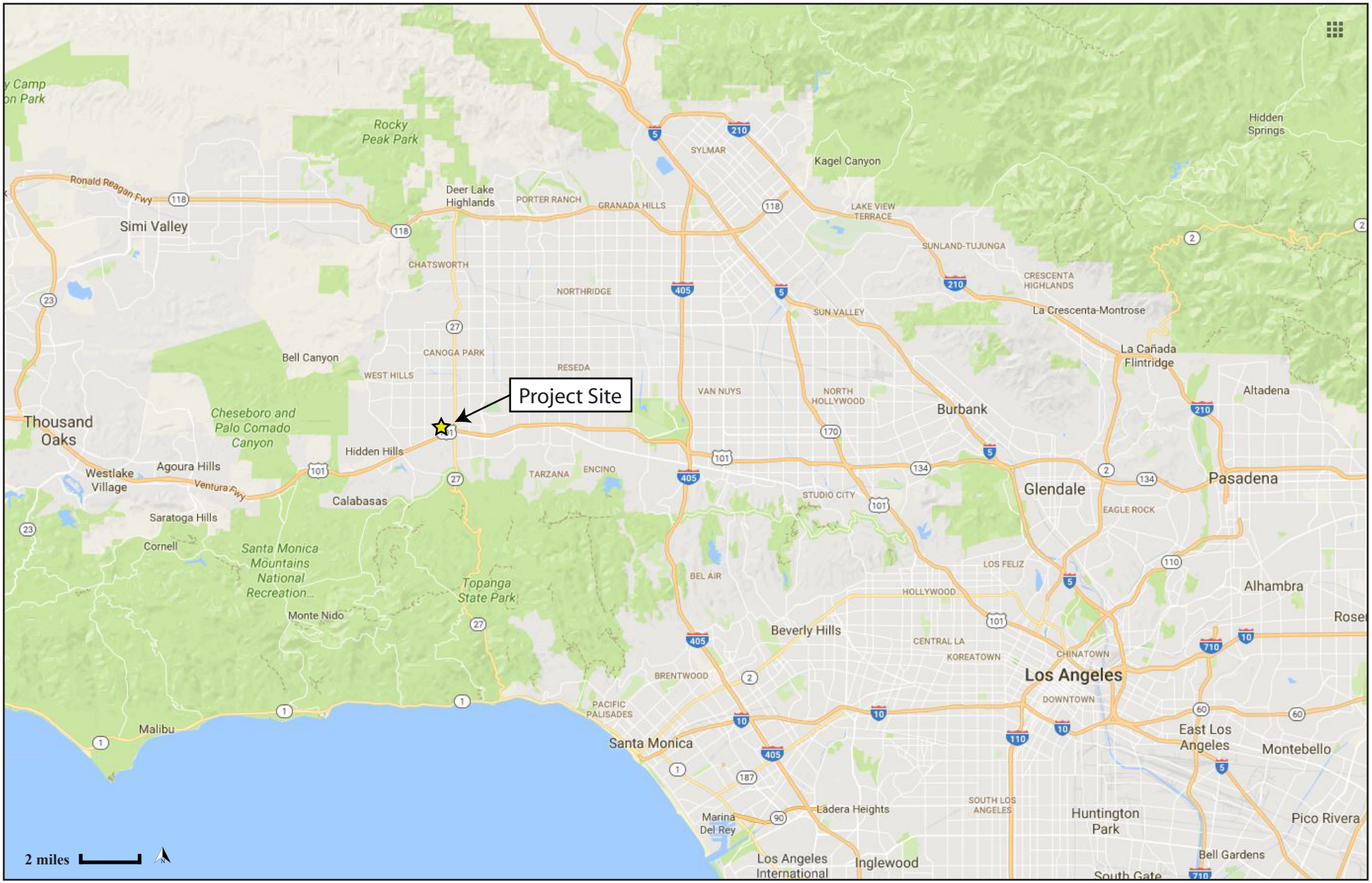
Collins Street ES (originally named East of Woodlake School) was approved for construction by the Los Angeles City Board of Education in August 1959 and was scheduled to open in September of the following year.[2] The school operated as an elementary school until 1984. The campus has been closed for over 30 years and is currently not habitable for school use.

Collins Street ES was one of 22 LAUSD schools closed citywide between 1982 and 1984. Among those school closures, 19 were in the West San Fernando Valley, where declining enrollment was blamed on lower birth rates, rising housing prices that prevented young families from moving into the area, and the mandatory integration program that was said to have provoked families to pull their children out of public schools.[3]

Since then, some of the schools were reopened or leased to private schools. The District continued to lease Collins Street ES to various users until the summer of 2002. Collins Street ES was leased for a five-year term to Kadima Hebrew Academy of Woodland Hills. When the leases were vacated, maintenance of the unoccupied schools and the large vacant grounds that remained was costly, and the campuses, including Collins Street ES, drew complaints from neighbors (e.g., vandalism, squatters). As late as 2013, the District was considering leasing the campus to an operator that would finance, redevelop and operate a permanent facility (Board Report No. 030-13/14). However, the age of the buildings meant that contamination with asbestos and lead paint would need to be mitigated and the sites would need to be brought into compliance with seismic, building, and accessibility codes.

2 Historic Resources Evaluation Report for Collins Street Elementary School, Woodland Hills, Los Angeles County California, ASM Affiliates, May 2017

3 Historic Resources Evaluation Report for Collins Street Elementary School, Woodland Hills, Los Angeles County California, ASM Affiliates, May 2017



SOURCE: Google Maps, 2017

FIGURE **2**

IMPACT SCIENCES

Regional Location

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SOURCE: Google Maps, 2017

FIGURE 3

IMPACT SCIENCES

Project Vicinity

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Existing Site

Collins Street ES is composed of a cluster of five educational buildings that were built in 1959 and designed as a group along with several segments of an arcade that provides circulation throughout the school. The buildings on campus include: a Multi-Purpose Building (Auditorium), a Main (Administration) Building, a lunch shelter, two classrooms (Building A and Building B), and a Kindergarten Building. With the exception of the Multi-Purpose Building, which is L-shaped, all of the buildings are generally rectangular. All of the buildings sit on poured-concrete foundations and all are clad in smooth stucco and capped with low-pitched side-gabled roofs.

The site plan consists of buildings organized in an orthogonal manner and interspersed with landscaped areas planted with mature trees and shrubs. A system of arcades connects to wide overhanging eaves on the long sides of the buildings. The buildings are clustered near the southeast corner of the parcel, with the remainder of the parcel allocated to asphalt-paved play areas, planted ornamental trees, and lawns. The primary entrance is between the Multi-Purpose Building and the Main Building, where a high wood grille and gate open onto the central arcade at the interior of the campus. A canopy with a cut-out to admit light connects the Multi-Purpose Building to the Main Building, and a wood grille forms a screen around a patio north of the Main Building.

Some of the windows have been broken and are covered with plywood, and parts of the wood grille at the main entrance have been replaced with plywood. The evidence of leaking roofs is apparent throughout the campus, particularly in the Main Building and the Kindergarten Building. **Figure 4** through **Figure 8** shows the existing condition of the campus.

Multi-Purpose Building

The Multi-Purpose Building is a 6,742-square-foot, L-shaped building near the corner of Miranda Street and Rudnick Avenue adjacent to campus parking areas. The main mass of the building, which houses an assembly room, a kitchen, and faculty dining area, is capped with a moderately pitched shed roof. A set of double flat metal doors sheltered by a small flat cantilevered canopy with an upward-canted fascia is located at the east façade, and there is an additional entrance at the west façade.

The primary entrance is recessed at the south façade and is set into walls clad in 1-inch ceramic tile in random patterns of gray, white, and maroon. Folding cafeteria-style tables and benches are stored in closets lining the sides of the room. The ceiling is smooth stucco with recessed

round lighting fixtures and large circular vents. Walls are smooth stucco, and floors are covered in 12-x-12-inch vinyl tiles. The stage floor is composed of wood planks.

Modifications include an extension of the stage into the auditorium space. A single-story shed-roof wing visually intersects the main part of the Multi-Purpose Building and houses the teachers' dining room and a kitchen. In the teachers' dining area, a flat metal door and four sets of two-light sliding steel windows are grouped within a narrow wood surround. A red-brick patio screened by a wood grille is located to the north outside of the area. A kitchen is located in the west end of the wing. Five horizontally oriented windows, which have been covered in plywood, are aligned on the west façade.

A lunch pavilion is connected to the west façade of the assembly room. It consists of a deep flat roof with stucco-clad sides that cant outward at the top. It is supported by steel columns and has a poured-concrete floor. To the west is an asphalt and concrete patio area with rectangular and square concrete masonry unit planters containing mature trees.

Main Building

The 4,106-square-foot Main Building, located south of the Multi-Purpose Building, houses the library, the nurse's offices, and administrative offices. The low-pitched side-gabled building has wide cantilevered overhanging eaves on the north and south façades forming shelters for the walkways beneath.

On the north façade is a series of flat metal doors, providing access to both offices and utility rooms. On the south façade are three flat metal doors with low concrete porches. Each door is grouped with sets of two-light sliding and fixed steel windows. A wood grille screens the windows on the east façade, and a patio to the north of the Main Building is screened by an additional wood grille.

The interior spaces include a moderately sized library with a separate textbook room, a supply room, a work room, storage for audio-visual equipment, utility rooms, the principal's office, a conference room, a clerk's area separated from the public entrance by a counter, a conference room, the nurse's area, and restrooms.

Classroom Buildings

Classroom Buildings A and B are low-pitched, side-gabled buildings with back-to-back classrooms opening onto two primary façades. Steel-framed windows are grouped in four sets

of four, with fixed and horizontally sliding portions. Below the windows is a row of wood paneling. Windows are generally arranged in groups with a flat wood door at each end.

At the interior, the classrooms have 12-x-12-inch vinyl tile flooring and acoustical tile ceilings.

Kindergarten Building

The Kindergarten Building is a 2,400-square-foot building to the south of the Main Building. It houses two large side-by-side classrooms. The windows and primary entrance doors are on the south façade, where they open onto a fenced play area. At the north façade are two doors and a row of lockers.

The Arcade

The Arcade consists of multiple segments of flat-roofed canopies with cylindrical metal supports and flat wood fascia that connect to the overhanging eaves of the buildings and provide shelter for circulation throughout the campus. The ceilings of the arcade are clad in smooth stucco.

Program EIR for the School Upgrade Program

The proposed Project is part of the District's School Upgrade Program (Program EIR).[4] Specifically Type 4, Operational and Other Campus Changes, which include demolition and removal of permanent buildings or structures and closure of existing schools. Therefore, this Initial Study, where applicable, incorporates the Program EIR by reference, thereby providing Project-level analysis that concentrates on site-specific issues related to the proposed Project. Applicable Standard Conditions of Approval (SC) provided therein are cited in this Initial Study. The Program EIR is available online at http://achieve.lausd.net/ceqa and at LAUSD's OEHS office located at 333 South Beaudry Avenue on the 21st Floor.

4 LAUSD OEHS. "School Upgrade Program Final Environmental Impact Report," http://achieve.lausd.net/ceqa. Adopted by the Board of Education on November 10, 2015.

Detail view of the entrance on the east façade of the Multi-Purpose Building.

View looking north at the south entrance to the assembly room in the Multi-Purpose Building.

SOURCE: ASM Affiliates, 2017

FIGURE **4**

IMPACT SCIENCES

Existing Buildings on Project Site

View looking northwest at the main entrance to the school,
with the Main Building on the left and the Multi-Purpose Building on the right.

View looking southeast at the west side of the main entrance from the interior of the campus.

SOURCE: ASM Affiliates, 2017

FIGURE **5**

IMPACT SCIENCES

Existing Buildings on Project Site

View looking northeast at the lunch pavilion, with the two wings of the Multi-Purpose Building to the rear.

View looking southwest at the planters west of the Multi-Purpose Building.

SOURCE: ASM Affiliates, 2017

FIGURE 6

IMPACT SCIENCES

Existing Buildings on Project Site

View looking northeast at the west and south façades of the Main Building.

View looking northeast at the west façade of Classroom Building A.

SOURCE: ASM Affiliates, 2017

FIGURE **7**

IMPACT SCIENCES

Existing Buildings on Project Site

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View looking southeast at the west façade of Classroom Building A.

View looking south at the north façade of Classroom Building A.

SOURCE: ASM Affiliates, 2017

FIGURE **8**

IMPACT SCIENCES

Existing Buildings on Project Site

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology and Soils
☐ Greenhouse Gases	☐ Hazards and Hazardous Materials	☐ Hydrology and Water Quality
☐ Land Use and Planning	☐ Mineral Resources	☐ Noise
☐ Population and Housing	☐ Pedestrian Safety	☐ Public Services
☐ Recreation	☐ Transportation and Traffic	☐ Utilities and Service Systems
☐ Mandatory Findings of Significance		

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

7/31/2017

Signature Date

Robert Laughton, Director
Office of Environmental Health & Safety
CEQA Officer of the Los Angeles Unified School District

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analyses Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the Project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significant.

Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code Section 21080.3.1? No Native American tribes have requested notification or consultation through the Public Resources Code Section 21080.3.1 process.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process (see Public Resources Code Section 21083.3.2). Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code Section 5097.94 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.[5]

5 Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form. 2016, September 29. The AB 52 regulations adopted by the California Natural Resources Agency were approved by the Office of Administrative Law, and will appear in the California Code of Regulations. Copies of the rulemaking materials can be found at: http://resources.ca.gov/ceqa.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS. Would the Project:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including, but not limited to, tress, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Responses:

a) **No impact.** Scenic views are typically defined as those that provide expansive views of a highly valued landscape for the benefit of the general public. The Project site is located in Woodland Hills, in the southwest San Fernando Valley, in a residential area dominated by single-family dwellings. The Santa Monica Mountains are visible from the Project site and are located approximately 1.8 miles to the south of the campus. Views of the canyons or mountains are generally blocked by topography or intervening trees and buildings that are on the campus and the in the immediate area. The nearest designated scenic highway is State Route 2 from near La Canada Flintridge to the San Bernardino County Line located approximately 20 miles to the east of the Project site. No scenic highways are proximate to the Project site.[6]

6 California Department of Transportation, *California Scenic Highway Mapping System,* http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed May 1, 2017.

The proposed Project is limited to demolition activities and as such would not involve the construction of any new buildings or structures that could impede scenic views. Therefore, implementation of the proposed Project would not have a substantial effect on a scenic vista.

Thus, impacts related to scenic views/vistas would be less than significant.

b) **No impact.** No freeways, highways, or roads within or adjacent to the Project site are designated as state scenic highways. The closest eligible state scenic highway, El Camino Real (U.S. Route 101), is approximately 1,600 feet (.30 mile) south of the Project site.[7] Views of the Project site are not available from the US-101. The nearest designated scenic highway is State Route 2 from near La Canada Flintridge to the San Bernardino County Line located approximately 20 miles to the east of the Project site. As such, no scenic freeways, highways, or roads are located proximate to the Project site and no impact would occur as a result of the proposed Project.

c) **Less than significant impact.** Visual quality is a measure of the overall impression or appeal of an area as determined by the particular landscape's characteristics and scenic resources (e.g., Santa Monica Mountains, Pacific Ocean, etc.). It is possible for new structures to be compatible with the existing setting if they replicate or complement existing forms, lines, colors, and textures of the surrounding environment and if the new structures do not appreciably change the balance of natural elements. In summary, visual quality is concerned with the overall attractiveness of an area and the ability to preserve this attractiveness when new features are introduced.

The visual setting of the Project area is generally urbanized. Surrounding visual elements include single-family homes, large mature trees, and institutional uses such as a private school and church. The campus in its current condition does not exhibit high visual quality due to the poor condition of the existing buildings.

Evaluation of construction impacts focuses on the short-term visual impacts resulting from demolition, such as the presence of equipment and material storage. In a visual sense, demolition procedures could be obtrusive or out of character with the surrounding landscape. The visual impact is created by the unsightliness of mobile construction equipment, and debris/material that is created from the demolition of building and structures.

During the demolition, motorists traveling along Collins Street ES could view the Project site. Although the fences will be covered with privacy screens, as necessary, views could include exposed dirt, construction equipment, and construction material laydown areas. This impact would be short-term and cease after demolition. Furthermore, demolition of

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7 California Department of Transportation, *California Scenic Highway Mapping System,* http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed May 1, 2017.

the deteriorating school campus would improve the views of the Project site in the long-term. Thus, impacts to visual character or quality are determined to be less than significant.

d) **No impact.** Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as a window glass and reflective cladding materials, and may interfere with the safe operation of motor vehicles on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

The proposed Project would not result in a substantial source of new light or glare, as the Project involves solely the removal of existing buildings. Demolition activities would occur during daytime hours and would not generate any nighttime illumination. No new source of light or glare would be created post-demolition. Therefore, no light impact would occur from the proposed Project.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	**AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:**				
	a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
	b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Responses:

a) **No impact.** The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland." The Project site is located within a residential area in the Woodland Hills neighborhood of the City. The Project site is not located within an area designated as Important Farmland.[8] The Project site does not contain any prime or unique farmland. No impact on farmland or agricultural resources would occur from the proposed Project.

8 California Division of Land Resources Protection, Farmland Mapping and Monitoring Program, website, http://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx, accessed January 30, 2017.

b,e) **No impact.** The Project site is located within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area (CPA) of the City and is zoned Public Facilities (PF). No agricultural use is permitted within these zoning designations and no conversion of Farmland would result from the proposed Project.[9] Only land located within an agricultural preserve is eligible for enrollment under a Williamson Act contract. Accordingly, the Project site does not contain any lands covered by a Williamson Act Contract. Therefore, the proposed Project would have no impact on agricultural zoning, Williamson Act contracts, and/or conversion of Farmland.

c,d) **No impact.** The Project site is located within a residential area in the Woodland Hills neighborhood of the City. The Project site is located within the Canoga Park-Winnetka-Woodland Hills-West Hills CPA of the City and is zoned Public Facilities (PF) and is not zoned for forest or timberland use. Further, no portion of the site is in use as forestland or for timber production or zoned for such use. Therefore, no conversion of forest, or timberland would occur and no impact would occur from the proposed Project.

9 City of Los Angeles Sum of Zones, accessed, January 30, 2017. http://planning.lacity.org/zone_code/Appendices/sum_of_zone.pdf

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	**AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:**				
	a) Conflict with or obstruct implementation of the applicable air quality plan ?	☐	☐	☐	☒
	b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
	c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
	d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
	e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Responses:

a) **No impact.** According to the South Coast Air Quality Management District (SCAQMD) *CEQA Air Quality Handbook*, a project would have a significant impact if it conflicts with or delays implementation of the applicable air quality management plan (AQMP). A project is consistent with the AQMP if it meets the following indicators:

1. The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

2. The Project will not exceed the assumptions in the AQMP in 2017 or increments based on the year of Project completion.

As discussed later in this section (see Table 1), the Project would not exceed the significance thresholds for construction or operational emissions. In addition, the Project would not exceed the screening criteria for the localized significance thresholds. Therefore, since the Project would not exceed the thresholds, it would not increase the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Accordingly, the Project complies with the first consistency criterion.

Consistency with the assumptions in the AQMP is established by demonstrating that the Project is consistent with the land use plan that was used to generate the growth forecast. The *2016 Air Quality Management Plan*[10] based its assumptions on growth forecasts contained in the Southern California Association of Governments (SCAG) *2016 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS).[11] The 2016 RTP/SCS is based on growth assumptions through 2040 developed by each of the cities and counties in the SCAG region. The Project is the demolition of an existing school site, and does not include any growth from either population or vehicle trips, as there are no planned operational uses at the Project site after demolition of the existing school. Therefore, the proposed Project is considered to be consistent with growth assumptions included in the AQMP. Accordingly, the proposed Project also complies with the second consistency criterion. No impact would occur from the proposed Project.

10 South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, 2017.

11 Southern California Association of Governments, *Final 2016 RTP/SCS)*, 2016.

b) Less than significant impact.

Construction

Construction activities would result in emissions of air pollutants. These emissions were modeled using CalEEMod, a land use and construction model used to calculate emissions generated from construction and operation of new development projects. Project-specific data was used where available. Where Project specific information was not available, model default values provided by CalEEMod were used. Additionally, the District's Standard Conditions of Approval (SCs) were incorporated into the modeling assumptions where applicable. Demolition was estimated to begin in October and last for approximately 50 days.

Estimated maximum air pollutant emission rates for construction activities in the South Coast Air Basin (SoCAB) are shown in **Table III-1, Estimated Project Construction Emissions – South Coast Air Basin**. Emission rates for respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$) include both vehicle exhaust and fugitive dust emissions. The values for PM_{10} and $PM_{2.5}$ were modeled using the expectation that the required practice of watering the construction area (as recommended by the SCAQMD) was incorporated (per SC-AQ-3). Diesel exhaust emissions reflect LAUSD requirement of Tier 3 diesel engines (SC-AQ-4).

Table III-1
Estimated Project Construction Emissions

	Maximum Emissions in Pounds per Day					
Construction Year	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Maximum Regional Emissions	1	19	26	<1	1	1
SCAQMD Threshold:	75	100	550	150	150	55
Exceeds Threshold?	NO	NO	NO	NO	NO	NO
Maximum Localized Emissions	1	18	25	<1	1	1
SCAQMD Localized Thresholds	--	265	1,433	--	14	7
Exceeds Thresholds?	NO	NO	NO	N/A	NO	NO

*Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix A**.*
Totals in table may not appear to add exactly due to rounding in the computer model calculations.

The Project will demolish and remove existing buildings and structures from the Collins Street ES campus. No excavation, grading, or substantial amounts of exposed soil would be associated with the Project. The existing asphalt and pavement would remain. At least 26 dead or hazardous trees, as identified in the tree assessment for the Project, would be removed as a part of the demolition activities. The empty planters would remain open and uncovered. No additional removal or changes to trees or landscaping would be associated with the Project. Underground utilities would remain in place and

any open utilities would be capped and sealed, as applicable. However, demolition of buildings and structures on the Project site have the potential to generate dust.

The Project will be required to implement dust control measures consistent with SCAQMD Rule 403 (Fugitive Dust) during demolition. The following actions are based upon the SCAQMD's Rule 403 and are incorporated into the Project for the implementation of Rule 403. These recommendations have been quantified by the SCAQMD as being able to reduce dust generation between 30 and 85 percent depending on the dust generation source:

- Apply water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days).
- Replace ground cover in disturbed areas (such as planters) as quickly as possible
- Enclose, cover, water twice daily, or apply approved chemical soil binders to exposed piles (of debris and materials).
- Suspend all demolition operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period.
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code.
- Sweep streets at the end of the day if visible soil material is carried over to adjacent roads.
- Install wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the sites each trip.
- Post and enforce traffic speed limits of 15 miles per hour or less on onsite and on construction roads.

In addition to SCAQMD Rule 403, LAUSD Standard Condition of Approval SC-AQ-4 requires the following during project construction:

<u>Exhaust Emissions</u>

- Construction activities that affect traffic flow must occur between 10:00 AM and 3:00 PM.

- All diesel construction equipment are to utilize ultra-low sulfur diesel fuel (ULSD), containing 15 parts per million (ppm) or less.
- Use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits for engines between 50 and 750 horsepower.
- All non-essential diesel engine idling time must not occur for longer than 5 consecutive minutes.
- Utilize electrical power rather than internal combustion engine power generators as soon as feasible during construction
- Utilize electric or alternatively fueled equipment, if feasible
- Utilize construction equipment with the minimum practical engine size
- Utilize low-emission on-road construction fleet vehicles.
- Ensure construction equipment is properly serviced and maintained to the manufacturer's standards.

<u>Fugitive Dust</u>

- Apply non-toxic soil stabilizers according to manufacturers' specification to all inactive construction areas (previously graded areas inactive for ten days or more).
- Replace ground cover in disturbed areas as quickly as possible.
- Sweep streets at the end of the day if visible soil material is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water).
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Pave construction roads that have a traffic volume of more than 50 daily trips by construction equipment, and/or 150 daily trips for all vehicles.
- Pave all construction access roads for at least 100 feet from the main road to the Project site.
    - Water the disturbed areas of the active construction site at least three times per day, except during periods of rainfall.

- Enclose, cover, water twice daily, or apply non-toxic soil binders according to manufacturers' specifications to exposed piles (i.e., gravel, dirt, and sand) with a five percent or greater silt content.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).
- Apply water at least three times daily, except during periods of rainfall, to all unpaved road surfaces.
- Limit traffic speeds on unpaved road to 15 mph or less.
- Prohibit high emission causing fugitive dust activities on days where violations of the ambient air quality standard have been forecast by SCAQMD.
- Tarp and/or maintain a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Limit the amount of daily soil and/or demolition debris loaded and hauled per day.

<u>General Construction</u>

- Utilize ultra-low VOC or zero-VOC surface coatings.
- Phase construction activities to minimize maximum daily emissions.
- Configure construction parking to minimize traffic interference.
- Provide temporary traffic control during construction activities to improve traffic flow (e.g., flag person).
- Develop a trip reduction plan for construction employees.
- Implement a shuttle service to and from retail services and food establishments during lunch hours.
- Increase distance between emission sources to reduce near-field emission impacts.
- Require construction contractors to document compliance with the identified mitigation measures.

As shown in **Table III-1** above, emissions related to demolition activities on the Project site would not exceed any of the SCAQMD significance thresholds for air quality emissions during construction. Therefore, impacts during Project demolition would be less than significant.

Operation

There are no planned operational uses for the Project site, and no vehicle trips associated with the site after demolition. Projects that generate emissions below the regional thresholds of significance would not be considered to contribute a substantial amount of air pollutants. Therefore, there would be no regional operation emissions from the proposed Project resulting in no impact.

Since there are no planned operations, the proposed Project would not result in additional air pollutant emissions, and the proposed Project would not hinder, disrupt, or delay the implementation of any air quality control measures. Therefore, operation of the proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and no impact would occur.

c) **No impact.** The SoCAB is in nonattainment of state and federal standards for ozone, PM_{10}, and $PM_{2.5}$, and in non-attainment of state standards for nitrogen oxides (NOx). Los Angeles County is also in nonattainment for lead; however, this is due to exceedances from a small number of facilities, the nearest of which are located in the cities of Industry and Vernon. Ozone is formed in the atmosphere via chemical reactions of reactive organic gases (ROG) and NO_X in sunlight. Emissions of ROG are generated from combustion engines, such as those used in motor vehicles and construction equipment, and from architectural coatings and the use of solvents and cleaners. Emissions of NO_X are generated principally from combustion engines such as those used in motor vehicles and construction equipment. Emissions of PM_{10} are generated by both construction activities, such as grading, as well as by motor vehicles traveling over paved and unpaved surfaces.

The SCAQMD CEQA Guidelines state that SCAQMD emissions thresholds were developed such that emissions from an individual project that exceed the threshold would be cumulatively considerable. As emissions from the Project are below the threshold for all pollutants during demolition, the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality. As a result, no impact would occur from the proposed Project.

d) **Less than significant impact.** Sensitive receptors in the Project area are defined as residences, schools, and places of worship adjacent to the proposed Project. During demolition, sensitive receptors could be exposed to a variety of airborne emissions including those from construction equipment. However, due to the limited scale and the short duration of construction activities (i.e., demolition lasting 50 days), the proposed Project would not expose sensitive receptors to substantial pollutant concentrations during construction. Additionally, the localized impacts summarized in **Table III-1** reflect work done by the SCAQMD to provide conservative screening levels for potential health impacts for sensitive receptors near proposed projects. That is, the thresholds

shown in **Table III-1** are considered by the SCAQMD to be minimum levels at which it is possible health impacts might occur given worst-case conditions for receptors within 25 meters of a 5-acre project in the Project area. Emissions below those levels would not cause impacts to sensitive receptors, including students in the neighboring schools, even in worst-case conditions. The emissions shown in **Table III-1** for NOx and CO are well below the thresholds. Emissions of PM_{10} and $PM_{2.5}$ for the proposed Project are also below the thresholds even though they do not include any basic dust control measures, such as those recommended by the SCAQMD for construction projects. SCAQMD Rule 403 provides for basic dust control at all construction sites, including watering during demolition and grading. Rule 403 would be followed at all times during construction, thus significantly reducing dust and other air pollutant generation at the Project site. Consequently, actual emissions of PM_{10} and $PM_{2.5}$ would be much lower than the values reported in **Table III-1**.

The proposed Project would not include any sources of risk to sensitive receptors during operation as no operation activities are planned for the site. Consequently, operation of the proposed Project would not cause sensitive receptors to be exposed to substantial pollutant concentrations.

CO Hotspots

Motor vehicles are a primary source of pollutants within the Project vicinity. Traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). Localized areas where ambient concentrations exceed state and/or federal standards are termed CO "hotspots." Such hotspots are defined as locations where the ambient CO concentrations exceed the state or federal ambient air quality standards. CO is produced in greatest quantities from vehicle combustion and is usually concentrated at or near ground level because it does not readily disperse into the atmosphere. As a result, potential air quality impacts to sensitive receptors are assessed through an analysis of localized CO concentrations. Areas of vehicle congestion have the potential to create CO hotspots that exceed the state ambient air quality 1-hour standard of 20 ppm or the 8-hour standard of 9.0 ppm. The federal levels are less stringent than the state standards and are based on 1- and 8-hour standards of 35 and 9 ppm, respectively. Thus, an exceedance condition would occur based on the state standards prior to exceedance of the federal standard.

As noted in the traffic analysis, demolition of the proposed Project would not create significant traffic impacts at study intersections. Additionally, the Project would not exceed any localized significance thresholds including localized CO emissions. Because traffic impacts would not worsen and CO emissions would not significantly increase, the Project would not create a potential CO hotspot at any of the study intersection.

As previously discussed, there are no planned operational uses for the Project site, and no vehicle trips associated with the site after demolition. Therefore, there would be no emissions of CO from the proposed Project and no impact.

e) **No impact.** Land uses primarily associated with odorous emissions include waste transfer and recycling stations, wastewater treatment plants, landfills, composting operations, petroleum operations, food and byproduct processes, factories, and agricultural activities, such as livestock operations. The proposed Project does not include any of these types of land uses. In addition, the proposed Project would not be sited near any of these recognized sources of odors. Therefore, the proposed Project would have no impact with respect to odors. As a result, no impact would occur.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	**BIOLOGICAL RESOURCES. Would the Project:**				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☐	☒
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Responses:

a-c, f) No impact. The Project site is located in a residential area in the Woodland Hills neighborhood within the City. No known threatened, endangered, or rare species or their habitats, locally designated species, locally designated natural communities, riparian or wetland habitats exist on this Project site. The Woodland Hills Recreation Center is located north of the northwest corner of the Project site, but it does not support any habitat for known threatened, endangered, or rare species.[12] The site is not within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or similar plan. The site is neither within nor proximate to any Significant Ecological Area, Land Trust, or Conservation Plan.[13] No impact would occur from the proposed Project.

12 Tree Assessment for Building Demolition, Los Angeles Unified School District, Facilities Services Division, March 3, 2017. Appendix IV

13 Navigate Los Angeles, http://navigatela.lacity.org/navigatela/, website accessed January 30, 2017.

d) **Less than significant impact.** The Project site does not contain any watercourse or greenbelt for wildlife movement. However, the mature trees that are located on the Project site (**Refer to Appendix B Tree Survey)**, have the potential to serve as nesting sites for birds. Additionally, the buildings and structures on campus have the potential to serve as nesting sites for birds and bats.

The Migratory Bird Treaty Act of 1918 (MBTA) implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The US Fish and Wildlife Service administers permits to take migratory birds in accordance with the MBTA. With regard to activities that have the potential to disrupt nesting birds, provisions of the MBTA are met by either avoiding grading activities during the nesting season (approximately February 1 to August 31) or conducting a site survey for nesting birds prior to commencing grading activities. Given the current Project schedule and demolition duration, tree removal is not expected to occur during nesting season. However, the proposed Project will be required to comply with the provisions of the MBTA and would implement SC-BIO-3, which ensures the protection of nesting birds and bats. Adherence to the MBTA regulations and SC-BIO-3 would ensure that if demolition occurs during the nesting season, appropriate measures would be taken to avoid impacts to any nesting birds if found. With adherence to the MBTA requirements and SC-BIO-3, less than significant impacts would occur.

e) **No impact.** Implementation of the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. A tree survey conducted in 2017 determined that trees on the Project site are all common ornamental species, primarily Fruitless Mulberry, Sweet Gum, and Mexican Fan Palm[14] that are not protected by any local ordinances or policies.

Construction of the proposed Project would require the removal of non-protected, dead and hazardous trees on-site. Therefore, no impact would occur related to protected trees from the proposed Project.

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14 Tree Assessment for Building Demolition, Los Angeles Unified School District, Facilities Services Division, March 3, 2017. Appendix IV.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	**CULTURAL RESOURCES. Would the Project:**				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐	☒
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Responses

a) **No impact.** A project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.[15] Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as (1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript that a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

15 California Public Resources Code Section 21084.1

The Project site was formerly in use as Collins Street ES. Collins Street ES, was constructed in 1959 and is therefore approaching 60 years old. It operated as an elementary school until the summer of 1984. A Historic Resource Evaluation Report (HRER) (refer to **Appendix C)** was completed by ASM Affiliates, Inc. (ASM) in May 2017. The purpose of the HRER was to determine if the Collins Street ES buildings were eligible for listing on either the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR) as a historic resource. The HRER ensures consideration of the campus in compliance with the California Environmental Quality Act (CEQA), and was guided by the LAUSD Historic Context Statement, 1870–1969 (LAUSD HCS).

ASM conducted background research of the Collins Street ES campus, including databases of historic newspapers, Los Angeles County Assessor's maps, Los Angeles Zoning Information and Map Access System, (ZIMAS), and historic aerial photographs. Historic architectural drawings and construction documents provided by LAUSD were reviewed prior to visiting the campus. The PlanLAUSD database was searched for a pre-planning survey and other information about the campus; no results were found. A number of academic and professional sources were consulted (e.g., Pacific Coast Architecture Database, American Institute of Architects Historical Directory, Avery Index to Architectural Periodicals) for information about the architect and to determine his relevance and potential influence in the field of architecture. A site survey was conducted by ASM (Shannon Davis, Senior Architectural Historian and Marilyn Novell, Architectural Historian) on February 9, 2017, to document the campus through photographs and extensive notes.

ASM evaluated the eligibility of the Collins Street ES campus as potentially significant under NRHP/CRHR Criteria A/1, B/2, C/3, and D/4, City of Los Angeles HCM Criteria a-d, and as a CEQA-defined historical resource. The evaluation was conducted in conformance with NRHP Bulletin How to Apply the National Register Criteria for Evaluation (National Park Service Bulletin No. 15 1997), the California Office of Historic Preservation's Instructions for Recording Historical Resources (1995), and Technical Assistance Series #7 How to Nominate a Resource to the California Register of Historical Resources (2001).

ASM reviewed the SurveyLA findings for the Canoga Park – Winnetka – Woodland Hills – West Hills CPA, which did not record the Collins Street ES campus as a potentially eligible historic resource. ASM referred to the LAUSD Historic Context Statement, 1870-1969 (Sapphos Environmental, Inc., 2014) for guidance in the evaluation of the Collins Street ES buildings as individually eligible and the campus as a historic district within the context of LAUSD's nearly 800 campuses.

Based on the research conducted, it was determined the campus does not appear to be eligible as either an individual resource or as a historic district under the HRHP/CRHR Criteria A/1, B/2, C/3, or D/4, or as a City of Los Angeles HCM Criteria a-c. The campus

therefore does not qualify as a historical resource pursuant to CEQA (§ 15064.5). As such, demolition of the buildings and structures on the campus would not have the potential to cause an adverse change in the significance of a historical resource as defined in § 15064.5 and no impact would occur related to causing a substantial adverse change in the significance of a historical resources as a result of the proposed Project.

b) **No impact.** Section 15064.5 of the *State CEQA Guidelines* defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. As the Project site has been subject to past subsurface disturbance associated with grading, foundations, and construction, it is unlikely that undisturbed unique archeological resources currently exist on the Project site. Further, the Project is limited to demolition of existing buildings and structures, no ground disturbing activities would occur. Therefore, no impact would occur related to discovery of significant archeological resources from the proposed Project.

c) **No impact.** As discussed above, the Project site has been previously disturbed and, therefore, it is unlikely that undisturbed unique paleontological resources exist on the project site. Any surficial paleontological resources, which may have existed at one time, have likely been unearthed or disturbed to accommodate building foundations. Further, the proposed Project is limited to demolition activities. No additional grading or ground disturbing activities would occur. Therefore, no impact related to disturbance of unique paleontological resources would occur from the proposed Project.

d) **No impact.** No formal cemetery exists on or in the vicinity of the Project site. As the Project site has been subject to past subsurface disturbance associated with grading and foundations, it is unlikely that intact human remains are present beneath the site. Further, the proposed Project is limited to demolition activities. No additional grading or ground disturbing activities would occur. Therefore, no impact related to disturbance of human remains would occur from the proposed Project.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI.	**GEOLOGY AND SOILS. Would the Project:**				
	a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
	ii) Strong seismic ground shaking?	☐	☐	☐	☒
	iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
	iv) Landslides?	☐	☐	☐	☒
	b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
	c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Responses

a.(i) **No impact.** The proposed Project would not directly expose people or structures to the risk of loss, injury, or death due to rupture of a known earthquake fault. Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. The Project site is located in the western San Fernando Valley region of the City, an area flanked by the Transverse Ranges. The closest known active fault to the site is the Northridge Fault, located approximately 5.5 miles to the north.[16] The Project site is not located within an Alquist-Priolo Fault-Rupture Hazard Zone.[17] Thus, the potential for surface ground rupture at the Project site is considered low. Additionally, no buildings are proposed as part of the Project therefore no impact would occur with respect to fault rupture from the proposed Project.

a.(ii) **No impact.** The Project site is located within the seismically active Southern California area and therefore it could be subject to moderate and possibly strong ground motion due to earthquakes. However, the Project is limited to demolition of the existing buildings. No new buildings are proposed as part of the Project. Therefore, no impact would occur with respect to ground shaking from the proposed Project.

a.(iii) **No impact.** Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity

16 Navigate LA, navigatela.lacity.org, accessed April 13, 2017

17 California Geological Survey Alquist-Priolo Earthquake Fault Zones, http://maps.conservation.ca.gov/cgs/informationwarehouse/ accessed April 13, 2017

ground shaking. Liquefaction occurs when three general conditions exist: (1) shallow groundwater; (2) low-density, fine, clean sandy soils; and (3) high intensity ground motion. Studies indicate that saturated, loose and medium dense, near-surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential.

A review of the Navigate LA tool indicates that the site is located in an area that has the potential for liquefaction.[18] The proposed Project does not include construction of new buildings that could be subject to liquefaction hazards. Therefore, no impact would occur from the proposed Project.

a.(iv) **No impact.** Landslides and other types of slope failures, such as lateral spreading, can result in areas with varying topography in the event of an earthquake. The site is not located within an area identified as having a potential for slope instability, nor in an area having a potential for seismic slope instability.[19] The site and the surrounding vicinity are generally flat. Therefore, the likelihood of seismically induced landslides affecting the Project site is considered to be low. Therefore, no impact would occur from the proposed Project.

b) **Less than significant impact.** Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the vicinity of the Project area include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earthmoving activities if erosion-control measures are not used.

The Project site is located in a residential area of the City, with the site and surrounding vicinity being generally flat. No major slopes or bluffs are on or adjacent to the Project site.

Demolition activities would not involve soil disturbance activities including grading that would leave soil on the Project site exposed. Common means of soil erosion include water, wind, uncovered soil, and soil being tracked off-site by vehicles. These would not be expected to occur on the Project site as no grading activities are proposed. The proposed Project would be required to comply with standard regulations, including South Coast Air Quality Management District Rule 402, which will reduce construction erosion impacts. Rule 402 requires dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance off-site.

Additionally, the Construction General Permit (CGP) issued by the State Water Resources Control Board (SWRCB), effective July 1, 2010, regulates construction

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18 Navigate LA, navigatela.lacity.org, accessed April 13, 2017

19 Navigate LA, navigatela.lacity.org, accessed April 13, 2017

activities to minimize water pollution, including sediment. The proposed Project would be subject to National Pollution Discharge Elimination System (NPDES) permitting regulations and would include the implementation of best management practices (BMPs) as applicable, such as the installation of straw swales to prevent runoff if water is needed on-site during demolition. Adherence to the BMPs would reduce, prevent, or minimize soil erosion.[20] Therefore, soil erosion would be less than significant from the proposed Project.

c) **Less than significant.** Potential impacts with regard to liquefaction and landslide potential are evaluated in **Response (a)**. The Project includes demolition of the existing buildings; no new construction will occur as part of the Project. Lateral spreading, subsidence and/or collapse could occur if the site were left in an unstable condition, such as with sleep slopes. The site is generally flat. The demolition of the existing structures would be done in accordance with standard practice and would not include any digging or trenching that could result in unstable soils on or off site. Further, the Project is limited to demolition only; therefore, no people or structures would be located on the site that could be subject to unstable soils. Therefore, impacts would be less than significant from the proposed Project.

d) **No impact.** Expansive soils shrink or swell as the moisture content decreases or increases; the shrinking or swelling can shift, crack, or break structures built on such soils. As stated above in **Section VI (c),** the Project does not include any structures or persons that could be exposed to risk. Therefore, no impacts would occur from the proposed Project.

e) **No impact.** Project implementation would not use septic tanks or alternative wastewater disposal systems. No impacts would occur.

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20 LAUSD OEHS. "School Upgrade Program Final Environmental Impact Report," http://achieve.lausd.net/ceqa. Adopted by the Board of Education on November 10, 2015.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII.	**GREENHOUSE GAS EMISSIONS. Would the Project:**				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Responses:

a) **Less than significant impact.** The proposed Project would not generate direct GHG emissions from new vehicle trips and onsite area sources. Additionally, no indirect emissions from offsite energy production required for onsite activities, water use, and waste disposal would be generated. Implementation of the proposed Project would not increase the school capacity**.** Because there is no operational component to the proposed Project, it is not anticipated that demolition would generate GHG emissions that would exceed the SCAQMD significance thresholds. The actual emissions associated with the proposed Project would only include amortized construction emissions, which were calculated in the Program EIR for a comparable project as being 30 $MTCO_2e$/year,[21] which is considerably lower than the SCAQMD threshold of 3,000 $MTCO_2e$/year.[22]

It is important to note that no individual project is large enough to single-handedly result in increased concentrations of GHG globally. GHGs are not necessarily confined in a specific air basin, and are usually dispersed into the atmosphere. As such, it is important to analyze impacts cumulatively. As previously discussed, the short-term demolition activities associated with the proposed Project would not be significant and

21 LAUSD OEHS. "School Upgrade Program Final Environmental Impact Report," http://achieve.lausd.net/ceqa. Adopted by the Board of Education on November 10, 2015., Table 5.7-4.

22 LAUSD OEHS. "School Upgrade Program Final Environmental Impact Report," http://achieve.lausd.net/ceqa. Adopted by the Board of Education on November 10, 2015.

there would not be future on-site operations. Therefore, the cumulative contribution to GHG emissions from the Project would be less than significant.

b) **Less than significant impact.** In response to concern regarding GHGs and global climate change, the state passed Assembly Bill 32 (AB 32) also known as the California Global Warming Solutions Act of 2006. AB 32 (Health and Safety Code Section 38500 et. Seq.) mandated a reduction in the state's GHG levels. AB 32 is the basis for reduction of GHG emissions in California. Local agencies such as the SCAQMD base their planning and regulations on the requirements included in AB 32, which include a reduction of GHG emissions to 1990 rates by 2020. The SCAQMD adopted the GHG significance thresholds specifically to meet AB 32 requirements within its jurisdiction, and so plans and projects that meet those thresholds can be assumed to meet the requirements of AB 32.

Senate Bill 32 (SB 32) was signed into law on August 31, 2016. This bill requires CARB to adopt rules and regulations to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030.

The Project site is within the jurisdiction of the SCAQMD. As the net emissions associated with the proposed Project would be well below the SCAQMD thresholds, the proposed Project would not conflict with plans, policies, or regulations for reducing GHG emissions. As a result, the proposed Project would not conflict with the state's ability to meet its GHG goals under AB 32 and SB 32.

In addition, Senate Bill 375 (SB 375) passed by the State of California in 2009, requires metropolitan regions to adopt transportation plans and sustainable communities strategies that reduce vehicle miles travelled. Due to the absence of any on-site operation activity at the Project site, the proposed Project would not conflict with any plans, policies, or regulations adopted for the purpose of reducing GHG emissions and impacts would be less than significant.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII.	**HAZARDS AND HAZARDOUS MATERIALS. Would the Project:**				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Responses:

a) **Less than significant impact.** A significant impact would occur if the proposed Project would create a significant hazard though the routine transfer, use, or disposal of hazardous materials. Implementation of the proposed Project (i.e., demolition of buildings) would involve the use/removal of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, the transport, use, and disposal of

demolition-related hazardous materials would not be routine and would be completed in conformance with all applicable local, state, and federal regulations governing such activities.

Although the site is vacated, demolition activities would remove all remaining buildings and structures. Collins Street ES opened in 1959, and as such lead-based paint (LBP) and polychlorinated biphenyls (PCBs) may be present in the remaining structures on site. Furthermore, asbestos-containing materials (ACMs) may be present in building material including drywall/joint compound, acoustical ceiling tiles, vinyl flooring, various mastics, exterior stucco, roofing materials, pipe insulation, and fire doors. Prior to demolition, any ACM, LBP, or PCBs must be identified and abated. Demolition activities would be overseen by FETU and OEHS in accordance with the District's standard practices. Compliance with regulations and requirements (including for abatement activities) for ACM and LBP is the responsibility of LAUSD's Facilities Environmental Technical Unit (FETU) whose duties include but are not limited to the preparation of project-specific contract specifications and inspections. Compliance with regulations and requirements for PCBs (including surveys for identification of PCBs in building materials and remediation activities) is the responsibility of LAUSD's Office of Environmental Health and Safety (OEHS). FETU and would be responsible for ensuring the safe removal of potential ACMs, lead, and PCBs that may be encountered during demolition. The District provides a complete protocol for the handling of ACMs, including required procedures whenever ACM would be disturbed, in compliance with federal and state regulations. The applicable LAUSD-OEHS guidance includes: LAUSD Section 13280 – Asbestos Abatement and Asbestos Related Disturbance and LAUSD Section 13282 – Lead Abatement and Lead Related Construction Work, Guidelines and Procedures to Address Polychlorinated Biphenyls (PCBs) in Building Materials, Office of Environmental Health and Safety, and LAUSD Design Standards, Specification Document 02 8400, Polychlorinated Biphenyl (PCB) Remediation (Rev 3.0)[23,24] With adherence to these protocols, impacts related to transport, use and disposal of hazardous materials from the proposed Project would be less than significant.

b) **Less than significant impact.** A significant impact would occur if the proposed Project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. Implementation of the proposed Project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, as previously noted, the transport, use, and disposal of demolition-

23 LAUSD OEHS. "School Upgrade Program Final Environmental Impact Report," http://achieve.lausd.net/ceqa. Adopted by the Board of Education on November 10, 2015.

24 LAUSD OEHS. "Guidelines and Procedures to Address Polychlorinated Biphenyls (PCBs) in Building Materials, Office of Environmental Health and Safety, October 2016." Available at http://achieve.lausd.net/Page/3495 and LAUSD OEHS. "LAUSD Design Standards, Specification Document 02 8400, Polychlorinated Biphenyl (PCB) Remediation, Rev 3.0, Revised February 1, 2017." Available at http://achieve.lausd.net/Page/3495.

related hazardous materials would occur in conformance with all applicable local, state, and federal regulations governing such activities.

The proposed Project would not create a hazard through upset or accident conditions involving hazardous materials. As discussed in **Response (a)**, the use of hazardous materials would be completed in conformance with the District's established guidelines and with all applicable local, state, and federal regulations governing such activities. Additionally, all materials and substances would be subject to applicable health and safety requirements. Compliance with existing regulations would result in no reasonably foreseeable upset or accident conditions that would create a significant hazard to the public due to the release of hazardous materials. Impacts related to hazardous materials would be less than significant.

c) **Less than significant impact.** Woodland Hills Private School is located directly south of the Project site, across Collins Street. The Topanga Mountain School, a separate private school, is located approximately 1,500 feet north of the Project site. Lastly, the Hughes Adult Learning Center is located approximately 1,400 feet southwest of the Project site. A potentially significant impact within a quarter-mile (or ~1,300 feet) of a school may occur if the proposed Project would emit hazardous waste or acutely hazardous materials in substantial amounts.

As discussed in **Response (a)**, implementation of the proposed Project would involve the use of those hazardous materials that are typically necessary for demolition activities (i.e., cleaners, fuel for construction equipment, etc.). There is the potential for accidental release of these materials during demolition. However, the transport, use, and disposal of hazardous materials would occur in conformance with all applicable District, local, state, and federal guidelines and regulations governing such activities. Compliance with existing guidelines and regulations would ensure the transport, use, and disposal of these materials would not pose a significant hazard to the public or the environment.

As the proposed Project would comply with all federal, state, local, and District guidelines and regulations, it is not anticipated to emit any hazardous emissions during its demolition phase. No operational impacts would occur from the proposed Project..

d) **No impact**. The Project site was formerly in use as an elementary school until the site was vacated in 1984. The Project site is not included on a list of hazardous materials pursuant to Government Code 65962.5, which is the Hazardous Waste and Substances (Cortese) List.[25] A review of the Cortese List compiled by the Department of Toxic Substances Control, the State Water Board, and Cal EPA showed that the site is not

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25 State Water Resources Control Board. Available at: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=5717+rudnick+avenue, accessed January 31, 2017

identified on any of these database lists.[26],[27] Therefore, no impact would occur from the proposed Project.

e-f) **No impact.** The proposed Project would not result in safety hazards regarding airports and airplanes. The Project site is not located within an airport safety zone. The nearest airports are the Van Nuys Airport approximately 7.3 miles to the east and the Bob Hope Airport approximately 15 miles to the east. No impact would occur from the proposed Project.

g) **Less than significant impact.** The Project is not anticipated to interfere with an emergency response plan or evacuation plan. However, demolition activities could result in temporary partial obstruction of adjacent roadways. As required by **SC-T-4** (included below), a Construction Worksite Traffic Control Plan would be submitted to the City for review prior to the start of the Project.

- **SC-T-4:** LAUSD shall require its contractors to submit a construction worksite traffic control plan to the LADOT for review prior to demolition. The plan will show the location of any haul routes, hours of operation, protective devices, warning signs, and access to abutting properties LAUSD shall encourage its contractor to limit construction-related trucks to off-peak commute periods. As required by Caltrans, applicable transportation related safety measures shall be implemented during construction.

The Construction Worksite Traffic Control Plan would detail haul routes, potential lane closures and construction hours. Advance notice of the demolition timing and phasing will allow the City to appropriately plan for lane closures, etc. Implementation of **SC-T-4** would ensure impacts related to emergency response from the proposed Project would be less than significant.

h) **No impact.** The proposed Project would not expose people or structures to a substantial risk of wildland fires. The Project site is located in a developed, residential area of the City of Los Angeles. As indicated in the City's General Plan, the Project site is not located within any Fire Hazard Severity Zone.[28] Further, no structures would be constructed as part of the Project. Therefore, no impact would occur from the proposed Project.

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26 Cortese List data Resources, http://www.calepa.ca.gov/sitecleanup/corteselist/, accessed January 31, 2017

27 Cortese List, http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm, accessed January 31, 2017

28 City of Los Angeles Depart of Planning, General Plan Safety Element, Exhibit D – Selected Wildfire Hazard Areas in the City of Los Angeles, November 26, 1996

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	**HYDROLOGY AND WATER QUALITY. Would the Project:**				
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	☐	☐	☒	☐

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or-off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard areas structures which would impede or redirect flood flows?	☐	☐	☐	☒

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Responses:

a) **Less than significant impact.** As part of Section 402 of the Clean Water Act, the United States Environmental Protection Agency (USEPA) has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include demolition activities. The SWRCB works in coordination with the Regional Water Quality Control Board (RWQCB) to preserve, protect, enhance, and restore water quality.

A project would normally have a significant impact on surface water quality if discharges associated with a project will create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if a project will discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts will also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the SWRCB. These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

As required under the NPDES, the proposed Project would be responsible for the implementation of BMPs to mitigate the effects of erosion and the inherent potential for

sedimentation and other pollutants entering the stormwater system. Implementation BMPs and compliance with the NPDES and City discharge requirements will ensure that the implementation of the proposed Project would not violate any water quality standards and discharge requirements, or otherwise substantially degrade water quality. In addition, the proposed Project would implement **SC-HWQ-2**.

Thus, demolition related ground disturbance activities would not result in significant impacts to water quality. Therefore, water quality impacts from the proposed Project would be less than significant.

b) **No impact.** A significant impact would occur if the proposed Project substantially depleted groundwater or interfered with groundwater recharge. The groundwater levels in the City are maintained through the City and specific recharge basins. The Project site was previously in use as an elementary school and did not contain areas for groundwater use or recharge. The Project would only entail demolition and as such it would not have the potential to alter groundwater recharge. Additionally, the site is not identified as an opportunity for groundwater recharge activities.[29] Additionally, no groundwater production wells are located in the vicinity of the Project site. No impacts would occur from the proposed Project.

c) **Less than significant impact.** A significant impact would occur if the proposed Project substantially alters the drainage pattern of the site or an existing stream or river, so that substantial erosion or siltation would result on- or off-site. No stream or river is present on the Project site.

The topography of the Project site is relatively level. Very little change would occur to the drainage pattern on the Project site with implementation of the Project. The Project would not expose or create conditions where erosion would be created or exacerbated. To the extent applicable, the Project would implement BMPs as necessary to prevent, avoid, or minimize sedimentation releases and erosion. Demolition activities would not result in exposed soils as no digging or trenching would occur. The Project is limited to demolition of the existing buildings. Furthermore, the proposed Project would be required to implement BMPs to reduce runoff and preserve water quality during demolition. As such, impacts from the proposed Project would be less than significant.

d) **Less than significant impact.** A significant impact would occur if the proposed Project substantially altered the drainage pattern of an existing stream or river so that flooding will result. No streams or rivers exist on the Project site.

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29 Environmental Protection Agency, Pacific Southwest Region 9, designated sole source aquifers, https://www3.epa.gov/region9/water/groundwater/ssa.html, accessed May 1, 2017.

Existing drainage from the site exists through the curb and gutter systems on surrounding streets. Drainage patterns would not change with implementation of the proposed Project although flow rates may changes slightly. However, compliance with regulatory requirements includes the following steps for all new construction projects that would disturb more than one acre.

- Prepare and implement a sediment and erosion control plan that follows the BMPs outlined by the State Water Resources Control Board to comply with the Construction General Permit;

- Implement BMPs as outlined by the District's Facilities Environmental Technical Unit (FETU) prior to and during demolition;

- Discharge water accumulated within the construction excavation pits in accordance with BMPs and a dewatering plan that must be developed and approved prior to construction as part of the NPDES Construction General Permit;

- Prevent construction-related sediment flows from entering storm drainage systems by constructing temporary filter inlets around existing storm drain inlets prior to the stabilization of construction site areas.

Compliance with existing requirements and LAUSD's standard conditions would ensure impacts from the proposed Project would be less than significant.

e) **Less than significant impact.** A significant impact would occur if runoff water exceeded the capacity of existing or planned storm drain systems serving the Project site. A project-related significant adverse effect would also occur if the Project would substantially increase the probability that polluted runoff would reach the storm drain system.

There are two general sources of potential short-term demolition-related stormwater pollution associated with the proposed Project.

1) The handling, storage, and disposal of demolition materials containing pollutants. Generally, routine safety precautions for handling and storing demolition materials effectively limit the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures, or BMPs, can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

2) The maintenance and operation of construction equipment. Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze or other fluids on the demolition site are also common sources of stormwater pollution and soil contamination.

The proposed Project may result in adverse impacts through stormwater pollution and soil contamination during demolition. However, as mentioned in **IX Hydrology and Water Quality, a)** and **b),** impacts to water quality would be reduced since the proposed Project must comply with water quality standards and wastewater discharge BMPs set forth by the SWRCB. In addition, LAUSD's construction contractor would prevent sediment flows and other pollutants from entering storm drain systems through trapping particles in temporary filter drain inlets[30]. Compliance with existing regulations (i.e., NPDES and LAUSD standard conditions) would reduce the potential for the proposed Project to exceed the capacity existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff impacts to a less than significant level.

f) **Less than significant impact.** A significant impact would occur if the proposed Project would substantially degrade water quality. Other than the sources discussed in **Response (e)**, the Project does not include other potential sources of contaminants which could potentially degrade water quality. Therefore, Project impacts related to operational water quality would be less than significant.

g-h) **No impact.** The Federal Emergency Management Agency (FEMA) prepares and maintains Flood Insurance Rate Maps (FIRMs), which show the extent of Special Flood Hazard Areas (SFHAs) and other thematic features related to flood risk. The Project site is located in an area of minimal flood risk (Zone X) and is not located within a 100-year flood zone, as mapped by FEMA.[31] Furthermore, the proposed Project would not involve the development of new housing and/or structures within an identified 100-year flood hazard. Therefore, there would be no impact from the proposed Project.

i) **No impact.** As previously discussed, the Project site would not expose people or structures to significant risk including injury or death as a result of flooding because the Project does not entail new development and is located in an area of minimal flood risk. Likewise, the Project would not expose people or structures to dam inundation hazards, nor is the Project site located within a potential inundation area as identified by the City's General Plan Safety Element.[32] No impact would occur from the proposed Project.

j) **No impact.** A significant impact would occur if the proposed Project exposed persons or structures to an area susceptible to inundation by seiche, tsunami, or mudflow. The proposed Project does not introduce any structures to the Project site and due to its

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30 LAUSD OEHS. "School Upgrade Program Final Environmental Impact Report," http://achieve.lausd.net/ceqa. Adopted by the Board of Education on November 10, 2015.

31 FEMA's Flood Map Service Center, Panel 06037C1290F, accessed 05/03/2017.

32 City of Los Angeles Department of City Planning, General Plan Safety Element, Exhibit G, adopted November 1996

location and relatively flat topography, it would not introduce people to an area susceptible to inundation by seiche, tsunami, or mudflow. Therefore, no impact related to inundation by seiche, tsunami, or mudflow would occur from the proposed Project.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X.	**LAND USE AND PLANNING. Would the Project:**				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Responses:

a) **No impact.** The Project site is located in a residential area of the Woodland Hills neighborhood. The proposed Project is limited to the demolition of 29,000 square feet of building area on the existing elementary school campus. No other construction is associated with the Project. The land uses in the general vicinity are primarily single-family residential uses, with the exception of the Woodland Hills Recreation Center directly to the northwest of the site, across Miranda Street. No new land uses would be introduced on the site as a part of the Project. Therefore, the Project would not result in any land use incompatibility. No impact would occur from the proposed Project.

b) **No impact.** The City of Los Angeles General Plan use designation for the Project site is "Public Facilities." Furthermore, the Project site is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan Area (CPA). The CPA Land Use Designation for the Project site is also "Public Facilities." The City of Los Angeles

Municipal Code – Zoning Plan has designated the site as PF: Public Facilities, or a zone for the use and development of publicly owned land, including public elementary and secondary schools. Moreover, the Project site was formerly in use as Collins Street ES, which was closed in 1984. The proposed Project would result in the demolition of the former Collins Street ES and would not conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project site as it is zoned for public facility use. No impact would occur from the proposed Project and no further analysis is required.

c) **No impact.** The Project site is not within a habitat conservation plan or a natural community conservation plan (See **Section IV, Biological Resources, Response (f)**. Thus, the proposed Project would not conflict with any applicable conservation elements or natural community conservation plan. No impact would occur as a result of project implementation.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**MINERAL RESOURCES. Would the Project:**				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Responses:

a-b) **No impact.** The Project site is located in a residential area of the Woodland Hills neighborhood in the City of Los Angeles. Although portions of the San Fernando Valley are designated as Mineral Resource Zones-2 (MRZ-2),[33] there are no identified mineral resources on the Project site or in the Woodland Hills area as designated by the City General Plan.[34] Therefore, no impact related to loss of mineral resources would occur from the proposed Project.

33 Department of Conservation Mineral Resource Zones https://maps.conservation.ca.gov/mineralresources/#webmaps

34 City of Los Angeles General Plan, Conservation Element, Exhibit A Mineral Resources, http://planning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed May 3, 2017.

		Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII.	**NOISE. Would the Project result in:**					
	a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
	b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
	c)	A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☐	☐	☒
	d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project?	☐	☐	☒	☐
	e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☐	☒

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f)	For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☐	☒

Responses:

a) Less than significant with mitigation incorporated.

Characteristics of Sound

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted scale," abbreviated dB(A), reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dB(A). **Table XII-1, A-Weighted Decibel Scale** provides examples of A-weighted noise levels from common sources.

Table XII-1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dB(A), Leq)
Threshold of Pain	140
Jet Takeoff at 100 Meters	125
Jackhammer at 15 Meters	95
Heavy Diesel Truck at 15 Meters	85
Conversation at 1 Meter	60
Soft Whisper at 2 Meters	35

Source: United States Occupational Safety & Health Administration, Noise and Hearing Conversation Technical Manual, 1999.

Noise Definitions

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level (Leq).

Community Noise Equivalent Level (CNEL).

CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 PM and 10:00 PM is as if the sound were actually 5 dB(A) higher than if it occurred from 7:00 AM to 7:00 PM From 10:00 PM to 7:00 AM, humans perceive sound as if it were 10 dB(A) higher due to the lower background noise levels. Hence, the CNEL is obtained by adding an additional 5 dB(A) to sound levels in the evening from 7:00 PM to 10:00 PM and 10 dB(A) to sound levels in the night from 10:00 PM to 7:00 AM. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

Equivalent Noise Level (Leq).

Leq is the average noise level on an energy basis for any specific period. The Leq for 1 hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. Leq can be thought of as the level of a continuous noise that has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dB(A).

Effects of Noise

The degree to which noise can impact the environment ranges from levels that interfere with speech and sleep to levels that cause adverse health effects. Human response to noise is subjective and can vary from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity exposed to the source.

Audible Noise Changes

Small perceptible changes in sound level for a person with normal hearing sensitivity is approximately 3 dB(A). A change of at least 5 dB(A) would be noticeable and could produce a community reaction. A 10 dB(A) increase is heard as a doubling in loudness and would produce a community response.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or "point source," will decrease by approximately 6 dB(A) over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dB(A) over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of distance. For example, if a noise source produces a noise level of 89 dB(A) at a reference distance of 50 feet, the noise level would be 83 dB(A) at a distance of 100 feet from the noise source over hard surfaces, 77 dB(A) at a distance of 200 feet, and so on. Noise generated by a

mobile source will decrease by approximately 3 dB(A) over hard surfaces and 4.5 dB(A) over soft surfaces for each doubling of distance.

Noise is most audible when traveling by direct line-of-sight, a visual path between the noise source and noise receptor. Barriers, such as walls or buildings that break the line-of-sight between the source and the receiver can greatly reduce noise levels from the source since sound can only reach the receiver by diffraction. Sound barriers can reduce sound levels by up to 20 dB(A) or more. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

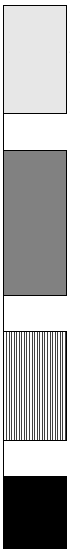
Applicable Noise and Vibration Regulations

State of California

The State of California's 2003 General Plan Guidelines establishes county and city standards for acceptable exterior noise levels based on land use. These criteria are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. **Table XII-2, Land Use Compatibility for Community Noise Environments,** illustrates State compatibility considerations between various land uses and exterior noise levels.

Table XII-2
Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (dB, L_{dn} or CNEL)						
	55	60	65	70	75	80	
Residential - Low Density Single-Family, Duplex, Mobile Homes							
Residential - Multi-Family							
Transient Lodging - Motels Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							



Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines (Appendix C)", 2003.

City of Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) has established both construction and operation noise regulations. Between the hours of 7:00 AM and 10:00 PM, in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

- 75 dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

- 75 dB(A) for powered equipment of 20 horse-power or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

- 65 dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools.

Additionally, according to the LAMC, a noise level increase of five decibels over the existing average ambient noise level at an adjacent property line is considered a noise violation. This standard applies to sources such as consumer electronics, HVAC systems, powered equipment intended for repeated use in residential areas and motor vehicles driven on-site. Section 41.40 of the LAMC also prohibits construction activity from

occurring between the hours of 9:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM on Saturday.

L.A. CEQA Thresholds Guide

In 2006, the City released the L.A. CEQA Thresholds Guide to provide further guidance for the determination of significant construction noise impacts. According to the Guide, the Project would, under normal circumstance, have a significant impact if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dB(A) or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dB(A) or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dB(A) at a noise sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

The L.A. CEQA Thresholds Guide also provides significance thresholds for the measurement of a project's operational impacts. According to the Guide, a project would normally have a significant impact on noise levels from project operations if the Project causes:

- The ambient noise level measured at the property line of affected uses to increase by 3 dB(A) in CNEL or to within the "normally unacceptable" or "clearly unacceptable" category.
- Any 5 dB(A) or greater noise increase.

These "normally unacceptable" and "clearly unacceptable" categories refer to those outlined by the State's noise and land-use compatibility chart, as shown above in **Table XII-2**.

LAUSD Standard Conditions of Approval

Traffic Noise

LAUSD shall require an acoustical analysis to identify feasible measures to reduce traffic noise increases to 3 dB(A) CNEL or less at the noise-sensitive land use. LAUSD shall implement recommended measures to reduce noise.

Construction Noise

- LAUSD Facilities Division or its construction contractor shall consult and coordinate with the school principal or site administrator, and other nearby noise sensitive land uses prior to construction to schedule high noise or vibration producing activities to minimize disruption. Coordination between the school, nearby land uses and the construction contractor shall continue on an as-needed basis throughout the construction phase of the Project to reduce school and other noise sensitive land use disruptions.

- If site-specific review of a school construction project identifies potentially significant adverse construction noise impacts, then LAUSD shall implement all feasible measures to reduce below applicable noise ordinances. Exterior construction noise levels exceed local noise standards, policies, or ordinances at noise-sensitive receptors. LAUSD shall mandate that construction bid contracts include the measures identified in the noise assessment. Specific noise reduction measures include, but are not limited to, the following:

Source Controls

- Time Constraints – prohibiting work during sensitive nighttime hours
- Scheduling – performing noisy work during less sensitive time periods (on operating campus: delay the loudest noise generation until class instruction at the nearest classrooms has ended; residential: only between 7:00 AM and 7:00 PM)
- Equipment Restrictions – restricting the type of equipment used
- Noise Restrictions – specifying stringent noise limits
- Substitute Methods – using quieter methods and/or equipment
- Exhaust Mufflers – ensuring equipment have quality mufflers installed
- Lubrication & Maintenance – well maintained equipment is quieter
- Reduced Power Operation – use only necessary size and power
- Limit Equipment On-Site – only have necessary equipment on-site
- Noise Compliance Monitoring – technician on site to ensure compliance
- Quieter Backup Alarms – manually-adjustable or ambient sensitive types

Path Controls

- Noise Barriers – semi-permanent or portable wooden or concrete barriers
- Noise Curtains – flexible intervening curtain systems hung from supports
- Enclosures – encasing localized and stationary noise sources
- Increased Distance – perform noisy activities farther away from receptors, including operation of portable equipment, storage and maintenance of equipment

Receptor Controls

- Window Treatments – reinforcing the building's noise reduction ability
- Community Participation – open dialog to involve affected residents
- Noise Complaint Process – ability to log and respond to noise complaints. Advance notice of the start of construction shall be delivered to all noise sensitive receptors adjacent to the Project area. The notice shall state specifically where and when construction activities will occur, and provide contact information for filing noise complaints with the contractor and the District. In the event of noise complaints the LAUSD shall monitor noise from the construction activity to ensure that construction noise does not exceed limits specified in the noise ordinance.
- Temporary Relocation – in extreme otherwise unmitigatable cases. Temporarily move residents or students to facilities away from the construction activity.

On-Site Demolition Noise Impacts

For purposes of assessing noise impacts on sensitive populations, the following sensitive receptors to the Project site were identified for analysis (**Figure 9, Noise Monitoring Locations**):

- Single-family residences located to north, west, and east of the Project site. These residences are approximately 80 feet from the Project site.
- Prince of Peace Episcopal Church. The church is located approximately 85 feet east of the Project site.
- Woodland Hills Korean United Methodist Church. The church is located approximately 90 feet south of the Project site.
- Woodland Hills Private School. This school is located approximately 100 feet south of the Project site.

- Woodland Hills Recreation Center. This park and recreation center is located approximately 200 feet north of the Project site.

To ascertain the ambient noise levels at these sensitive receptors, short-term, 15-minute noise readings were conducted in the Project area on April 11, 2017 using a Larson Davis 820 SLM Sound Level Meter. As shown in **Table XII-3**, ambient noise levels were relatively uniform in this residential neighborhood, ranging from 56.5 dB(A) Leq at the Prince of Peace Episcopal Church and Woodland Hills Private School to 59.4 dB(A) Leq at the Woodland Hills Korean United Methodist Church.

SOURCE: Google Earth, 2017

FIGURE 9

IMPACT SCIENCES

Noise Monitoring Locations

0695.018•03/17

Table XII-3
Demolition Noise Levels – Unmitigated

Sensitive Receptor	Distance from Site (feet)	Maximum Construction Noise Level (dB(A))	Existing Ambient (dB(A), Leq)	New Ambient (dB(A), Leq)	Increase
Single-family residences to the east, west, and north	80	76.5	59.1	76.6	17.5
Prince of Peace Episcopal Church	85	76.0	56.5	76.0	19.5
Woodland Hills Korean United Methodist Church	90	75.5	59.4	75.6	16.2
Woodland Hills Private School	100	74.6	56.5	74.6	18.1
Woodland Hills Recreation Center	200	68.6	59.1	69.0	9.9

Woodland Hills Private School uses the Price of Peace Episcopal Church ambient sound level data due to the geographic similarity of the two sites.
Woodland Hills Recreation Center uses the single-family residences ambient sound level data due to the geographic similarity of the two sites.
Source: Impact Sciences, 2017.

Demolition (removal of existing classroom building and other structures) activities would occur between 7:00 AM and 9:00 PM in accordance with the LAMC. The 50-day demolition process would begin October 2017 and include the following:

- Removal of classroom facilities/buildings
- On-site equipment including a concrete/industrial saw, 3 excavators, and two rubber tire dozers
- 40 haul trucks trips per day, which would generate noise from the export of demolition materials from the site.

Table XII-3 summarizes projected noise levels at nearby sensitive receptors during demolition. Land uses on the properties surrounding the Project site include single-family residential, church, and school uses. Demolition produces a cumulative reference noise level of 86.6 dB(A) at 50 feet of distance. This would generate maximum off-site noise levels of up to 76.6 dB(A) at the adjacent single-family residences, an increase of up to 17.5 dB(A). Noise levels at the Prince of Peace Episcopal Church would increase approximately 19.5 dB(A). This would increase ambient noise levels above 75 dB(A) at each of the off-site sensitive receptors and represent increases of more than 5 dB(A) at all off-site receptors. Because ambient sound levels would exceed the City of Los Angeles thresholds, the proposed Project would result in significant but mitigable demolition noise impacts.

As shown in **Table XII-4** below**, Demolition Noise Levels – Mitigated,** the maximum exterior noise level during demolition, after implementation of **Mitigation Measures NOI-1** through **NOI-6** (below), would be 60.7 dB(A) Leq, which is below the City's 75

dB(A) threshold. A maximum noise increase of 2.3 dB(A) would occur at the Prince of Peace Episcopal Church, which is below the City's 5 dB(A) threshold. As a result, demolition related impacts would be less than significant with mitigation incorporated.

Table XII-4
Demolition Noise Levels – Mitigated

Sensitive Receptor	Distance from Site (feet)	Maximum Construction Noise Level (dB(A))	Existing Ambient (dB(A), L_{eq})	New Ambient (dB(A), L_{eq})	Increase
Single-family residences to the east, west, and north	80	55.5	59.1	60.7	1.6
Prince of Peace Episcopal Church	85	55.0	56.5	58.8	2.3
Woodland Hills Korean United Methodist Church	90	54.5	59.4	60.6	1.2
Woodland Hills Private School	100	53.6	56.5	58.3	1.8
Woodland Hills Recreation Center	200	47.6	59.1	59.4	0.3

Woodland Hills Private School uses the Price of Peace Episcopal Church ambient sound level data due to the geographic similarity of the two sites.
Woodland Hills Recreation Center uses the single-family residences ambient sound level data due to the geographic similarity of the two sites.
A 3 dB(A) attenuation was assumed for construction equipment mufflers (NOI-6).
An 18 dB(A) attenuation was given for construction temporary barriers (NOI-5).
Source: Impact Sciences, 2017.

Off-Site Demolition Noise Impacts

With regard to off-site demolition-related noise impacts, haul trucks would exit the Project site via Shoup Avenue. Haul trucks would then head south on Shoup Avenue and turn left on Burbank Boulevard and head east to the Hollywood 101 Freeway. The Project's hauling activities would temporarily increase ambient noise levels at residences along Shoup Avenue and Burbank Boulevard. According to the L.A. CEQA Thresholds Guide, a 3 dB(A) increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speed and fleet mix remain constant. However, the addition of haul trucks would change the fleet mix and increase heavy truck traffic. **Table XII-5, A.M. Peak Hour Demolition Haul Truck Noise Levels** and **Table XII-6, P.M. Peak Hour Demolition Haul Truck Noise Levels** show the predicted existing and existing plus project demolition roadway sound level increases. The highest increase in roadway noise levels would occur along Burbank Boulevard during both the A.M. and P.M. peak hours. This increase would be approximately 0.4 dB(A) during each peak hour. This is less than the City's 5 dB(A) threshold, and the temporary increase in ambient noise levels would remain below 75 dB(A). As a result, the Project's off-site demolition noise impacts would be considered less than significant.

Table XII-5
A.M. Peak Hour Demolition Haul Truck Noise Levels

Roadway Segment	Estimated dB(A), L_{eq} 1hr			
	Existing Conditions	Existing Plus Project Demolition	Project Change	Significant Impact?
Shoup Avenue from Miranda Street to Collins Street	63.6	63.8	0.2	**No**
Shoup Avenue from Collins Street to Burbank Boulevard	64.6	64.9	0.3	**No**
Burbank Boulevard from Shoup Avenue to Topanga Canyon Boulevard	61.6	62.0	0.4	**No**

Source: Impact Sciences, 2017.

Table XII-6
P.M. Peak Hour Demolition Haul Truck Noise Levels

Roadway Segment	Estimated dB(A), L_{eq} 1hr			
	Existing Conditions	Existing Plus Project Demolition	Project Change	Significant Impact?
Shoup Avenue from Miranda Street to Collins Street	63.0	63.3	0.3	**No**
Shoup Avenue from Collins Street to Burbank Boulevard	64.0	64.4	0.4	**No**
Burbank Boulevard from Shoup Avenue to Topanga Canyon Boulevard	62.3	62.7	0.4	**No**

Source: Impact Sciences, 2017.

Operations Noise Impacts

No operational uses are proposed post-demolition. Therefore, the Project would not result in any operational noise impacts. No operational impact would occur from the proposed Project.

b) Less than significant impact.

Characteristics of Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, and acceleration. Unlike noise, vibration is not a common environmental problem, as it is unusual for vibration from vehicular sources to be perceptible. Common sources of vibration include trains, buses, and construction activities.

Vibration Definitions

Peak particle velocity (PPV) can be used to describe vibration impacts to both buildings and humans. PPV represents the maximum instantaneous peak of a vibration signal, and it is usually measured in inches per second.[35]

Root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on land uses. RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration.[36]

Effects of Vibration

High levels of vibration may cause physical personal injury or damage to buildings. However, ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that can affect concentration or disturb sleep. Ground-borne vibration can also interfere with certain types of highly sensitive equipment or machines, such as imaging devices used in medical laboratories.

Perceptible Vibration Changes

Unlike noise, ground-borne vibration is not an environmental issue that most people experience every day. Background vibration levels in residential areas are usually well below the threshold of perception for humans, which is around 0.01 inches per second.[37] Perceptible indoor vibrations are most often caused by sources within buildings themselves, such as slamming doors. Typical outdoor sources of ground-borne vibration include construction equipment, trains, and traffic on rough roads. Traffic vibration from smooth and well-maintained roads is typically not perceptible.

Applicable Noise and Vibration Regulations

Federal

Vibration

The FTA has published guidelines for assessing the impacts of ground borne vibration associated with construction activities, which have been applied by other jurisdictions to other types of projects. According to FTA guidelines, the vibration threshold of

35 California Department of Transportation, Transportation and Construction Vibration Guidance Manual, September 2013.

36 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.

37 Ibid.

architectural damage for non-engineered timber and mason buildings (e.g., residential units) is 0.2 in/sec PPV and 0.5 in/sec PPV for reinforced concrete, steel, or timber buildings. For institutional land uses such as schools, churches, and offices experiencing occasional events of ground-borne vibration or noise from transient sources, the FTA has established a threshold of 78 VdB.[38] For recording and TV studio land uses, the threshold is 65 VdB for all events.[39] There are no FHWA standards for traffic-related vibrations.[40] The vibration threshold of perception is 0.01 inch/second PPV, which is approximately equal to 94 vibration decibels (VdB).[41] The FTA has also set standards that address the effect of long-term vibration on human annoyance. Ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that may affect concentration or disturb sleep.

Table XII-7, Land Use Disruption Vibration Thresholds summarizes FTA vibration thresholds for land use disruption from vibration impacts.

Table XII-7
Land Use Disruption Vibration Thresholds

Building Category	Significance Thresholds (VdB)		
	Frequent Events	Occasional Events	Infrequent Events
Buildings where vibration would interfere with interior operations.	65	65	65
Residences and buildings where people normally sleep.	72	75	80
Institutional land uses with primarily daytime use	75	78	83
Concert halls, TV studios, and recording studios	65	65	65
Auditoriums and theaters	72	80	80

Source: FTA, 2006.

State

Vibration

To counter the effects of ground-borne vibration, the California Department of Transportation (Caltrans) has published guidance relating to structural vibration impacts, as well as human annoyance impacts. According to Caltrans, modern

38 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.

39 Ibid.

40 US Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit and Vibration Impact Assessment, FTA-VA-90-1003-06, May 2006.

41 Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06, 2006, 12-13.

industrial/commercial buildings and new residential structures can be exposed to continuous ground-borne vibration levels of 0.5 inches per second without experiencing structural damage.[42]

Table XII-8, Building Damage Vibration Thresholds (PPV), summarizes Caltrans' vibration thresholds for building and structural damage.

Table XII-8
Building Damage Vibration Thresholds (PPV)

Structure and Condition	Significance Thresholds (in/sec PPV)	
	Transient Sources	Continuous/Frequent/ Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: California Department of Transportation, 2013.

Table XII-9, Human Annoyance Vibration Thresholds, summarizes Caltrans' vibration thresholds for human annoyance.

Table XII-9
Human Annoyance Vibration Thresholds (PPV)

Human Response	Significance Thresholds (in/sec PPV)	
	Transient Sources	Continuous/Frequent/ Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.1
Severe	2.0	0.4

Source: California Department of Transportation, 2013.

42 California Department of Transportation. Transportation and Construction Vibration Guidance Manual, September 2013.

Local

LAUSD Standard Conditions of Approval

Construction Noise and Vibration

Vibration

- The LAUSD shall require the construction contractor to minimize blasting for all construction and demolition activities, where feasible. If demolition is necessary adjacent to residential uses or fragile structures, the LAUSD shall require the construction contractor to avoid using impact tools. Alternatives that shall be considered include mechanical methods using hydraulic crushers or deconstruction techniques.

- For projects where pile driving activities are required within 150 feet of a structure, a detailed vibration assessment shall be provided by an acoustical engineer to analyze potential impacts related to vibration to nearby structures and to determine feasible mitigation measures to eliminate potential risk of architectural damage.

Demolition Phase Vibration Impacts

Groundborne vibration generated by demolition activities associated with the proposed Project would primarily affect the off-site sensitive uses located in close proximity to the Project site. The closest receptors are the single-family residential buildings to the east, west, and north of the Project site. As shown in **Table XII-10**, **Vibration Source Levels for Demolition Equipment** vibration velocities could potentially range from 0.003 to 0.089 inch/sec peak particle velocity (PPV) at 25 feet from the source activity, with corresponding vibration levels (VdB) ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use. **Table XII-11, Vibration Levels at Off-Site Sensitive Uses from Project Demolition**, shows the vibration velocity and levels that would occur at these off-site sensitive uses during demolition at the Project site.

The vibration velocities predicted to occur at the off-site sensitive receptors would be a maximum of approximately 0.016 PPV at the closest adjacent receptors. While these are non-engineered timber and masonry buildings considered to be "fragile," neither would experience a PPV groundborne vibration level that exceeds 0.2 inch per second. Thus, vibration impacts associated with building damage due to demolition activities at the Project site would be less than significant and no mitigation measures are required.

Table XII-10
Vibration Source Levels for Demolition Equipment

Equipment	Approximate PPV (in/sec) 25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	Approximate RMS (VdB) 25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2006

In terms of human annoyance, the vibration levels experienced by off-site sensitive receptors be a maximum of approximately 72 VdB at the nearest residential receptors. The vibration levels experienced at off-site sensitive receptors would not exceed the FTA's 80 VdB threshold for residential uses. Therefore, impacts related to demolition vibration would be less than significant, and no further analysis is required.

Table XII-11
Vibration Levels at Off-Site Sensitive Uses from Project Demolition

Sensitive Uses Off-Site	Distance to Project Site (ft.)	Estimated PPV (in/sec) a	Estimated Vibration Levels (VdB) b
Single-family residences to the east, west, and north	80	0.016	72
Prince of Peace Episcopal Church	85	0.014	71
Woodland Hills Korean United Methodist Church	90	0.013	70
Woodland Hills Private School	100	0.011	69
Woodland Hills Recreation Center	200	0.004	60

[a] *The vibration velocities at the off-site sensitive uses are determined with the following equation from the Federal Transit Administration's Transit Noise and Vibration Impact Assessment, Final Report: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where PPV_{equip} = peak particle velocity in in/sec of equipment, PPV_{ref} = reference vibration level in in/sec at 25 feet, D = distance from the equipment to the receive.*

[b] *The vibration levels at the off-site sensitive uses are determined with the following equation from the Federal Transit Administration's Transit Noise and Vibration Impact Assessment, Final Report: Lv(D) = Lv(25 ft) – 30 log (D/25), where Lv = vibration level of equipment, D = distance from the equipment to the receiver, Lv(25 ft) = vibration level of equipment at 25 feet.*

Source: Impact Sciences, 2017.

Operations Phase Vibration Impacts

After demolition of the Project site, there would be no on-site operations. There would be no operational vibration impact. Therefore, the Project would not result in any operational vibration impacts.

c) **No impact**. The Project does not include any post demolition structures or activities. Therefore, the Project would not result in any individual and cumulative mobile source noise impacts and no impact would occur.

d) **Less than significant impact with mitigation incorporated**. Demolition of the Project would increase cumulative construction noise levels. There are several related projects that are proposed for development in the area. Of these, the nearest related project is the Woodland Hills Recreation Center, which is approximately 200 feet to the north.

As shown in **Table XII-12** below**, Cumulative Demolition/Construction Noise Levels – Mitigated,** the maximum exterior noise level during cumulative construction of the Woodland Hills Recreation Center and demolition of the Project, after implementation of **Mitigation Measures NOI-1** through **NOI-6** (below), would be 63.4 dB(A) Leq, which is below the City's 75 dB(A) threshold. A maximum noise increase of 4.3 dB(A) would occur at the single-family residences to the north of the Project site, which is below the City's 5 dB(A) threshold. As a result, construction related impacts would be less than significant with mitigation incorporated.

Table XII-12
Cumulative Demolition/Construction Noise Levels – Mitigated

Sensitive Receptor	Distance from Site (feet)	Maximum Construction Noise Level (dB(A))	Existing Ambient (dB(A), L_{eq})	New Ambient (dB(A), L_{eq})	Increase
Single-family residences to the east, west, and north	80	61.3	59.1	63.4	4.3
Prince of Peace Episcopal Church	85	56.3	56.5	59.4	2.9
Woodland Hills Korean United Methodist Church	90	55.4	59.4	60.9	1.5
Woodland Hills Private School	100	54.6	56.5	58.7	2.2

Woodland Hills Private School uses the Price of Peace Episcopal Church ambient sound level data due to the geographic similarity of the two sites.
Woodland Hills Recreation Center uses the single-family residences ambient sound level data due to the geographic similarity of the two sites.
A 3 dB(A) attenuation was assumed for construction equipment mufflers (NOI-6).
An 18 dB(A) attenuation was given for construction temporary barriers (NOI-5).
Source: Impact Sciences, 2017.

All other related projects in the area are more than 1,500 feet away and not likely to influence sound levels at sensitive receptors adjacent to the Project site.

Any construction noise from any additional future sites, were it to occur concurrently with the proposed Project, would be attenuated by the distance across intervening streets and/or structures that break the line of sight from this site to the nearby receptors. Additionally, any such projects would be subject to the City's noise ordinance, which limits the hours of allowable construction activities and the extent to which direct noise impacts can affect adjacent land uses. With conformance with the City's noise ordinance and incorporation of **Mitigation Measures NOI-1** through **NOI-7**, the Project's cumulative construction noise impact would be considered less than significant.

e) **No impact.** The Project site is not located within an airport land use plan or within two miles of a public airport or public use airport and does not include any new development following demolition of the existing buildings and structures. As such, the Project would not expose future employees or students to excessive airport-related noise levels. No impacts would occur from the proposed Project.

f) **No impact.** The Project site is not in the vicinity of a private airstrip and does not include any new development following demolition of the existing buildings and structures. As a result, the proposed Project would not expose future employees or students to excessive noise levels from any private airstrip. No impacts would occur from the proposed Project.

LAUSD Standard Conditions of Approval

The following Standard Conditions would be included as part of the Project:

SC-N-6 The LAUSD shall require the construction contractor to minimize blasting for all construction and demolition activities, where feasible. If demolition is necessary adjacent to residential uses or fragile structures, the LAUSD shall require the construction contractor to avoid using impact tools. Alternatives that shall be considered include mechanical methods using hydraulic crushers or deconstruction techniques.

SC-N-7 For projects where pile driving activities are required within 150 feet of a structure, a detailed vibration assessment shall be provided by an acoustical engineer to analyze potential impacts related to vibration to nearby structures and to determine feasible mitigation measures to eliminate potential risk of architectural damage.

SC-N-9 LAUSD shall prepare a noise assessment. If site-specific review of a school construction project identifies potentially significant adverse construction noise impacts, then LAUSD shall implement all feasible measures to reduce below applicable noise ordinances. Exterior construction noise levels exceed local noise standards, policies, or ordinances at noise-sensitive receptors. LAUSD shall mandate that construction bid contracts include the measures identified in the noise assessment. Specific noise reduction measures include, but are not limited to, the following:

Source Controls:

- Time Constraints – prohibiting work during sensitive nighttime hours
- Scheduling – performing noisy work during less sensitive time periods (on operating campus: delay the loudest noise generation until class instruction at the nearest classrooms has ended; residential: only between 7:00 AM and 7:00 PM)
- Equipment Restrictions – restricting the type of equipment used
- Noise Restrictions – specifying stringent noise limits
- Substitute Methods – using quieter methods and/or equipment
- Exhaust Mufflers – ensuring equipment have quality mufflers installed
- Lubrication & Maintenance – well maintained equipment is quieter
- Reduced Power Operation – use only necessary size and power
- Limit Equipment On-Site – only have necessary equipment onsite
- Noise Compliance Monitoring – technician on site to ensure compliance
- Quieter Backup Alarms – manually-adjustable or ambient sensitive types Path Controls
- Noise Barriers – semi-permanent or portable wooden or concrete barriers
- Noise Curtains – flexible intervening curtain systems hung from supports
- Enclosures – encasing localized and stationary noise sources
- Increased Distance – perform noisy activities farther away from receptors, including operation of portable equipment, storage and maintenance of equipment

Receptor Controls:

- Window Treatments – reinforcing the building's noise reduction ability
- Community Participation – open dialog to involve affected residents
- Noise Complaint Process – ability to log and respond to noise complaints. Advance notice of the start of construction shall be delivered to all noise sensitive receptors adjacent to the Project area. The notice shall state specifically where and when construction activities will occur, and provide contact information for filing noise complaints with the contractor and the District. In the event of noise complaints the District shall monitor noise from the construction activity to ensure that construction noise does not exceed limits specified in the noise ordinance.

- Temporary Relocation – in extreme otherwise unmitigatable cases. Temporarily move residents or students to facilities away from the construction activity.

Mitigation Measures

The following mitigation measures are required to reduce construction noise impacts to less than significant.

NOI-1 The Project shall comply with the City of Los Angeles Building regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of demolition and displayed in a location that is readily visible to the public.

NOI-2 Demolition activities shall be scheduled so as to minimize noise levels.

NOI-3 During demolition, noise and groundborne vibration demolition activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses (i.e., the immediately surrounding schools, churches, park, and residences), and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible. These temporary sound barriers shall be capable of achieving a sound attenuation of at least 18 dB(A) and block the line-of-sight between the Project site and these adjacent land uses.

NOI-4 The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. When used properly, this shielded/muffled equipment is capable of attenuating sound by 3 dB(A) or more.

NOI-5 All construction truck traffic shall avoid residential areas and other sensitive receptors to the extent feasible.

NOI-6 The construction staging area shall be located at least 100 feet from nearby sensitive receptors.

NOI-7 Two weeks prior to commencement of demolition, notification shall be provided to the off-site residential, school, and church uses within 500 feet of the Project site that discloses the demolition schedule, including the types of activities and equipment that would be used throughout the duration of the demolition period.

As shown in **Table XII-4**, demolition noise levels after mitigation would be reduced at nearby sensitive receptors to less than 75 dB(A) with implementation of **Mitigation Measures NOI-1** through **NOI-6**. Noise increases would be less than the 5 dB(A) threshold of significance that represents a significant audible increase in ambient noise. Construction equipment could produce intermittent audible noise increases at adjacent residential housing; however, these would be temporary and demolition noise would be within the noise standards outlined in the City's Municipal Code. Implementation of **Mitigation Measures NOI-1** through **NOI-7** would reduce demolition noise impacts to less than significant levels. **Mitigation Measures NOI-3** will require the erection of sound barriers that will attenuate demolition noise for the off-site sensitive receptors. A combination of sound barrier construction design, materials, and height will be needed to achieve noise attenuation. For example, every meter of additional height above the line of sight from a noise source to a receiver can attenuate an addition 1.5 dB(A) of noise. Finally, the mitigation measures ensure that any demolition activities do not expose children playing outside to substantial increases in noise levels.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.	**PEDESTRIAN SAFETY. Would the Project:**				
a)	Substantially increase vehicular and/or pedestrian safety hazards due to a design feature or incompatible uses?	☐	☐	☒	☐
b)	Create unsafe routes to schools for students walking from local neighborhoods?	☐	☐	☒	☐
c)	Be located on a site that is adjacent to or near a major arterial roadway or freeway that may pose a safety hazard?	☐	☐	☒	☐

Responses:

a-b) **Less than significant impact.** The proposed Project would utilize the existing network of regional and local roadways that serve the area. As previously stated, truck access to the Project site would be provided on Miranda Street between Shoup Avenue and Rudnick Avenue and along Rudnick Avenue between Miranda Street and Collins Street. Implementation of the proposed Project would not cause a permanent alteration to the local pedestrian or vehicular circulation routes and patterns, or impede public access or travel on any public rights-of-way. All demolition activities and laydown areas would be located on-site. Furthermore, all demolition activities would cease upon Project completion, which is anticipated to be approximately 50 days. Lastly, the Project would not generate any pedestrian trips as no new school is proposed at the site. As such, impacts would be less than significant.

c) **Less than significant impact.** There are no major arterial roadways in the immediate vicinity of the Project site. Miranda Street, Shoup Avenue, Collins Street, and Rudnick Avenues, are all primarily residential corridors. Topanga Canyon Boulevard, a major arterial roadway, is located approximately 2,000 feet east of the Project site. Trucks would reasonably use US-101 and Burbank Boulevards as major regional roadways to arrive at Shoup Avenue and eventually the Project site.

Shoup Avenue has a functional three-way traffic signal at the intersection of Miranda Street. As such, Project construction trucks or other vehicles accessing the site would not be impeded upon or impede on pedestrian safety. Furthermore, in accordance with**SC-T-4,** construction-related trucks would be required to access the site during off-peak commute periods to the extent feasible.

- **SC-T-4:** LAUSD shall require its contractors to submit a construction worksite traffic control plan to the LADOT for review prior to construction. The plan will show the location of any haul routes, hours of operation, protective devices, warning signs, and access to abutting properties. LAUSD shall encourage its contractor to limit construction-related trucks to off-peak commute periods. As required by Caltrans, applicable transportation related safety measures shall be implemented during construction.

Therefore, demolition of the Project would not cause a significant impact to pedestrian safety associated with an arterial roadway or freeway.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV.	**POPULATION AND HOUSING. Would the Project:**				
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	☐	☐	☐	☒
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Responses:

a) **No impact.** The proposed Project would not directly induce substantial growth to the area because it does not include any features such as new homes or businesses that may induce growth. The proposed Project also would not indirectly induce growth through the extension of roads or other infrastructure as no new infrastructure or roads are proposed.

The proposed Project involves the demolition of approximately 29,000 square feet of building area on the existing Collins Street ES campus. No other construction is associated with this Project. Population growth is usually associated with the introduction of new homes, major projects, or commercial uses. As the proposed Project is strictly limited to demolition activities, the proposed Project itself would not directly induce population growth. No impact would occur from the proposed Project.

b-c) **No impact.** The proposed Project would not result in the displacement of existing housing or displace a substantial number of people resulting in the construction of

replacement housing elsewhere. All demolition activities would occur on the currently vacant Collins Street ES campus. No impact would occur from the proposed Project.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV.	**PUBLIC SERVICES. Would the Project:**				
a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	i) Fire protection?	☐	☐	☒	☐
	ii) Police protection?	☐	☐	☒	☐
	iii) Schools?	☐	☐	☐	☒
	iv) Parks?	☐	☐	☐	☒
	v) Other public facilities?	☐	☐	☐	☒

Responses:

a.(i) **Less than significant impact.** First response for fire and paramedic services to the Project site would be provided by the Los Angeles Fire Department Fire Station No. 84 located at 21050 Burbank Boulevard, approximately 1.15 miles to the east. The Project site does not currently generate a need for fire protection, nor would it in the future as no new use is proposed. Demolition activities may generate a need for increased fire/paramedic services as debris and building material may increase chances of flammability and injury. However, all construction activities would be conducted in a manner compliant with applicable City Fire Codes, and would cease after the demolition is complete. Therefore, the impact from the proposed Project is considered less than significant.

a.(ii) **Less than significant impact.** The Los Angeles School Police Department (LASPD) is the primary provider of police protection to LAUSD schools, providing security to schools within LASPD's jurisdiction. LASPD is the largest independent school police department in the United States, with over 410 sworn police officers, 101 non-sworn school safety officers, and 34 civilian support staff dedicated to serving the LAUSD.[43] LASPD's local district northwest office is located on 6621 Balboa Blvd, Lake Balboa, CA 91406, approximately 8 miles from the Project site. Secondary police services would be provided by the Topanga Community Police Station located approximately 3.3 miles northeast of the Project site. During the demolition, police services are not expected to be necessary, except possibly in the cases of trespass, theft, and/or vandalism. Any increase in the need for police protection services would be temporary and would not be enough to require new or expanded police facilities. Impacts from the proposed Project would be less than significant.

a.(iii) **No impact.** The Project consists of a school campus that has been closed for more than 30 years. The proposed Project would not include any residential component or student facilities and would not directly and/or indirectly result in population growth. As impacts to schools are primarily determined by permanent population increase, no impact would occur.

a.(iv) **No impact.** The City of Los Angeles Parks and Recreation Department manages park facilities and provides recreation programs to Woodland Hill residents. The Woodland Hills Recreation Center is located immediately north of the Project site. The proposed Project would not include any new residential or school uses that would result in a population increase, resulting in a need for new or expanded park facilities. Thus, it is expected that no impact to parks will occur from the proposed Project.

a.(v) **No impact.** The City of Los Angeles operates one library in the Woodland Hills neighborhood. The Woodland Hills Library, located at 22200 Ventura Boulevard, is approximately 2,400 feet southeast of the Project site. No residential units or student facilities are included as part of the proposed Project. Therefore, there would be no increase in population which could result in a need for new or expanded library facilities or any other public facility. No impact to public facilities would occur from the proposed Project.

[43] Los Angeles Unified School District, Los Angeles School Police Department. http://achieve.lausd.net/Page/8851. Accessed May 2017.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	**RECREATION. Would the Project:**				
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b)	Does the Project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	☐	☐	☐	☒

Responses:

a) **No impact.** Refer to **Section XV, Public Services, Response a(iv)**. As previously discussed, the proposed Project does not include any new school or residential uses that would result in a population increase, thereby resulting in an increase in use of recreational facilities. No impact to recreational facilities would occur from the proposed Project.

b) **No impact.** Refer to **Section XV, Public Services a(iv)**, above. The proposed Project does not include new recreational facilities nor would any new recreational facilities be required as a result of the proposed Project. No impact would occur from the proposed Project.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII.	**TRANSPORTATION and TRAFFIC. Would the Project:**				
a)	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e)	Result in inadequate emergency access?	☐	☐	☒	☐

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐

Responses:

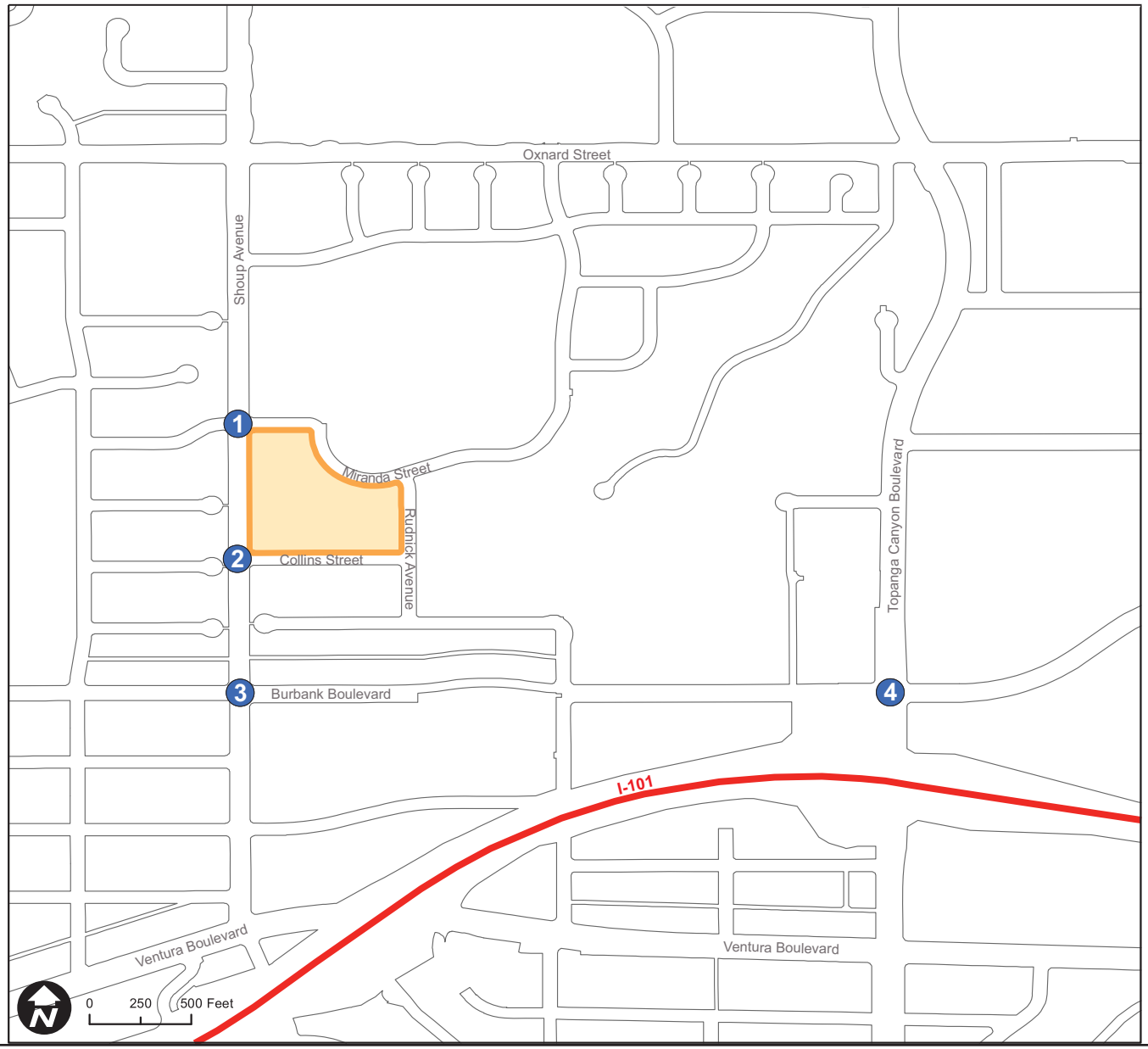
a) **Less than significant impact.** The following transportation and traffic analysis are based on the **Traffic Impact Study for LAUSD Collins Street Elementary School Demolition** by KOA Corporation (KOA), dated April 28, 2017 (**Appendix E**).

The Project area is defined by the following four study intersections.

1. Shoup Avenue/Miranda Street
2. Shoup Avenue/Collins Street
3. Shoup Avenue/Burbank Boulevard
4. Topanga Canyon Boulevard/Burbank Boulevard

Figure 10, Study Intersections illustrates the location of the study intersections and the Project site. The proposed Project involves the demolition of approximately 29,000 square feet of building area on the existing Collins Street ES campus. There is no other construction or renovation associated with the Project.

Truck access to the site would be provided on Miranda Street between Shoup Avenue and Rudnick Avenue and along Rudnick Avenue between Miranda Street and Collins Street.



SOURCE: Google Maps, 2017

FIGURE **10**

IMPACT SCIENCES

Study Intersections

0695.018•05/17

Project trip calculations included demolition employee vehicle trips and demolition truck trip estimates. The trip generation tools were based on the most intense period of demolition activity for the project and assumed commuting patterns.

New traffic counts were collected at the study intersections on Thursday March 23, 2017 and Tuesday March 28, 2017. Trip generation rates for project trips were based on those defined within *Trip Generation (9th Edition),* published by the Institute of Transportation Engineers (ITE).

For analysis of Level of Service (LOS) at signalized intersections, LADOT has designated the Circular 212 Planning methodology as the desired tool. The concept of roadway level of service under the Circular 212 method is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A facility is "at capacity" (V/C of 1.00 or greater) when extreme congestion occurs. This volume/capacity ratio value is a function of hourly volumes, signal phasing, and approach lane configuration on each leg of the intersection.

LOS values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway while LOS F indicates a roadway is over capacity. **Table XVII-1, Level of Service as a Function of CMA Values** defines the level of service criteria applied to the study intersections.

Table XVII-1
Level of Service as a Function of CMA Values

Level of Service	Description of Operating Characteristics	Range of CMA Values
A	Uncongested operations; all vehicles clear in a single cycle.	< 0.60
B	Same as above	>0.60<0.70
C	Light congestion; occasional backups on critical approaches.	>0.70<0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	>0.80<0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	>0.90<1.00
F	Forced flow with stoppages of long duration.	>1.00

Notes: CMA = Critical Movement Analysis; LOS = Level of Service
Source: Crain and Associates, 2013.

Based on the existing traffic volumes and intersection geometries depicted in the Traffic Study, volume-to-capacity ratios and corresponding LOS were determined for the study intersections during the weekday a.m. and p.m. peak hours.

Traffic impacts are identified if a proposed development will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if Project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below an acceptable level of service and Project-related traffic will worsen conditions within the specified threshold range.

The City of Los Angeles Department of Transportation has established specific thresholds for Project-related increases in the volume-to-capacity ratio (V/C) of signalized study intersections. The following increases in peak-hour V/C ratios are considered significant impacts.

Table XVII-2
Significance Threshold

Level of Service	Final V/C	Project Related v/c increase
C	< 0.70 – 0.80	Equal to or greater than 0.040
D	< 0.80 – 0.90	Equal to or greater than 0.020
E and F	0.90 or more	Equal to or greater than 0.010

Note: Final V/C is the V/C ratio at an intersection considering impacts from the Project, ambient growth, trips from area/cumulative projects, but without proposed traffic impact mitigations.

Table XVII-3, Study Intersections Operation Existing Conditions summarizes the volume/capacity ratios and LOS values of existing conditions.

Table XVII-3
Study Intersections Operation Existing Conditions

	Study Intersections	AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	Shoup Avenue & Miranda Street	0.440	A	0.376	A
2	Shoup Avenue & Collins Street*	209.5	F	35.4	E
3	Shoup Avenue & Burbank Boulevard	0.649	B	0.619	B
4	Topanga Canyon Boulevard & Burbank Boulevard	0.762	C	0.885	D

LOS = Level of Service
V/C Volumes to Capacity Ratio
**Unsignalized intersection*

Generally, LOS values of E and F are considered poor levels of service. The analysis indicates that three of the four study intersections are currently operating at LOS D or better during the a.m. peak and p.m. peak hours. The intersection of Shoup Avenue / Collins Street operates at the worst LOS values during the analyzed peak periods.

Trip rates for the associated traffic generation forecast are provided in **Table XVII-4, Project Trip Generation.**

Table XVII-4
Project Trip Generation

Proposed Use	Intensity	Units	AM Peak Hour			PM Peak Hour		
			I/B	O/B	Total	I/B	O/B	Total
Construction	4	Trucks	10	10	20	10	10	20
Commuting	15	Employees	15	0	15	0	15	15
		Total	25	10	35	10	25	35

During Project demolition activities, daily truck haul activities would occur over an eight-hour period. For the purposes of this analysis, it was assumed that the work day would begin during the a.m. peak period and would end during the p.m. peak period. End-of-workday trips were assumed to overlap the traditional peak of street traffic. All of the inbound and outbound truck trips were assumed to occur evenly during the eight hours of daily construction.

Based on these assumptions, the four trucks would generate 20 weekday a.m. peak-hour trips and 20 weekday p.m. peak-hour trips. Employees would generate 15 weekday a.m. and p.m. peak-hour trips.

Traffic volumes for existing conditions with the addition of Project-generated traffic were derived by adding the net project trips to the existing traffic volumes. **Table XVII-5, Study Intersection Operations Existing with-Project Conditions** summarizes the resulting V/C and LOS values at the study intersections for the existing-with Project conditions.

Table XVII-5
Study Intersection Operations Existing with-Project Conditions

	Study Intersections	AM Peak		PM Peak		Sig Impact?
		V/C	LOS	V/C	LOS	
1	Shoup Avenue & Miranda Street	0.447	A	0.386	A	No
2	Shoup Avenue & Collins Street*	223.5	F	36.3	E	No
3	Shoup Avenue & Burbank Boulevard	0.75	C	0.627	B	No
4	Topanga Canyon Boulevard & Burbank Boulevard	0.762	C	0.885	D	No

Source: KOA Corporation Collins Elementary School Demolition Project Traffic Impact Study, 2017
LOS = Level of Service
V/C Volumes to Capacity Ratio
** Unsignalized Intersection*

Three of the study intersections would operate at LOS D or better during existing peak hours with implementation of the proposed Project:

- Shoup Avenue / Miranda Street –Would continue to operate at LOS A in the a.m. and p.m. peak hour.

- Shoup Avenue / Collins Street (unsignalized intersection) –Would continue to operate at LOS F in the a.m. peak hour and would worsen to LOS E in the p.m. peak hour.

- Shoup Avenue / Burbank Boulevard –Would continue to operate at LOS C in the a.m. and p.m. peak hour

- Topanga Canyon Boulevard / Burbank Boulevard –Would continue to operate at LOS C in the a.m. peak hour and would continue to operate at LOS D in the p.m. peak hour.

Table XVII-6 Project Impact Summary for Existing Plus Project Conditions provides a comparison of the existing and existing with-Project study scenarios. LOS values of E or F are shown in bold text formatting. Traffic impacts created by the Project were calculated by subtracting the V/C values in the "Existing (2017)" columns from the values in the "Existing plus-Project (2017)" columns.

Table XVII-6
Project Impact Summary for Existing Plus Project Conditions

			Existing Conditions		Existing Plus Project	
	Study Intersection	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	Shoup Avenue & Miranda Street	AM	0.440	A	0.447	A
		PM	0.376	A	0.386	A
2	Shoup Avenue & Collins Street*	AM	209.5	**F**	223.5	**E**
		PM	35.4	**E**	36.3	**E**
3	Shoup Avenue & Burbank Boulevard	AM	0.741	C	0.750	C
		PM	0.619	B	0.627	B
4	Topanga Canyon Boulevard & Burbank Boulevard	AM	0.762	C	0.762	C
		PM	0.885	D	0.885	D

*Source: KOA Corporation, Source: KOA Corporation Collins Elementary School Demolition Project Traffic Impact Study, 2017 (**Appendix E**)*
Notes: LOS = Level of Service
V/C Volumes to Capacity Ratio
** Unsignalized Intersection*

The analyzed values at the Shoup Avenue/Collins Street intersection are seconds of delay for this unsignalized location. These values are based primarily on left-turn movements at the uncontrolled approaches and all movements at the stop-sign controlled approaches. Delay values provided by the Highway Capacity Manual methodology for unsignalized intersection increase greatly with each added vehicle, although in real world conditions delay may not be this high.

The proposed project would not create significant traffic impacts under existing baseline conditions at the study intersections. Based on the signal control and configuration of the Shoup Avenue/Collins Street intersections, vehicles approaching the westbound and southbound approaches of the intersection and making left-turn movements would experience increased delays in the existing Project scenario.

Project trips would use northbound and southbound through lanes and northbound through/right turn lanes at this intersection. The increased delay of 14 seconds on average in the a.m. peak hour and approximately one second on average in the p.m. peak hour were not considered to be significant, as conditions would not change significantly with these delay values and the demolition period effects would be temporary in nature.

Woodland Hills Recreation Center is undergoing a reconstruction project that is also generating construction truck trips and daily employee trips in the area, primarily on Shoup Avenue. This trip generation of this project was examined. It was assumed that that project would generate similar daily construction trips as the proposed Project.

The addition of these vehicle volumes does not change the level of service of the Project study area intersections closest to the Recreation Center site. The increased delay of the proposed Project at the Shoup Avenue & Collins Street intersection, the poorest performing intersection in the study area and an unsignalized location, would be affected in the same manner in terms of delay changes as that documented in **Table XVII-6**.

Therefore, impacts from the proposed Project were determined to be less than significant.

b) **Less than significant impact.** The congestion management program (CMP) in effect in Los Angeles County was issued by the Los Angeles County Metropolitan Transportation Agency in 2010.

The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed Project will add 50 or more vehicle trips during either a.m. or p.m. weekday peak hours.

- At CMP mainline freeway-monitoring locations, where the Project will add 150 or more trips, in either direction, during the either the a.m. or p.m. weekday peak hours.

Based on the Project trip generation, there would not be 50 or more new trips per hour added at any CMP intersections. Therefore, no further analysis of potential CMP impacts is required.

Additionally, the Project is not expected to add more than 150 trips to any freeway CMP monitoring location. Therefore, impacts to a CMP would be less than significant.

c) **No impact.** The proposed Project would not impact air traffic. The Project site is not located within an airport safety zone nor does the Project propose any structure that would conflict with air traffic patterns. The nearest known airports are the Van Nuys Airport approximately 7.3 miles to the east and the Bob Hope Airport approximately 15 miles to the east. No impact to air traffic would occur from the proposed Project.

d) **Less than significant impact.** The proposed Project would utilize the existing network of regional and local roadways that serve the Project area. As previously stated, truck access to the Project site would be provided on Miranda Street between Shoup Avenue and Rudnick Avenue and along Rudnick Avenue between Miranda Street and Collins Street. Implementation of the proposed Project would not cause a permanent alteration to the local vehicular circulations routes and patterns, or impede public access or travel on any public rights-of-way. All demolition activities and laydown areas would be located on-site. As such, impacts from the proposed Project would be less than significant.

e) **Less than significant impact.** The Project is not anticipated to interfere with an emergency response plan or evacuation plan. However, demolition activities could result in temporary partial obstruction of adjacent roadways. As required by **SC-T-4**, a Construction Worksite Traffic Control Plan would be submitted to the City for review prior to the start of demolition activities.

- **SC-T-4:** LAUSD shall require its contractors to submit a construction worksite traffic control plan to the LADOT for review prior to construction. The plan will show the location of any haul routes, hours of operation, protective devices, warning signs, and access to abutting properties LAUSD shall encourage its contractor to limit construction-related trucks to off-peak commute periods. As required by Caltrans, applicable transportation related safety measures shall be implemented during construction.

The Construction Worksite Traffic Control Plan would detail haul routes, potential lane closures and demolition hours. Advance notice of the demolition timing and phasing will allow the City to appropriately plan for lane closures, etc. Implementation of **SC-T-4** would ensure impacts from the proposed Project related to emergency response would be less than significant.

f) **Less than significant impact.** The Project area is mainly served by the County of Los Angeles Metropolitan Transit Authority (Metro). Bus stops are currently not located

along the Project site boundaries but near the Project vicinity. Construction of the proposed Project would generate more a.m. and p.m. peak hour trips and may interfere with bus stops or other alternative transportation. Currently, Metro Lines 150, 152, 161, 169, 240, 244, 245 and 353 serve the Project area.

The closest bus stops to this location are located on Topanga Canyon Boulevard and Collins Street, approximately 2,000 feet to the west. Construction vehicles entering the Project site are not anticipated to substantially interfere with the operation and movement of transit, as once the equipment arrives on the Project site, it would be expected to stay there until Project completion. Furthermore, there are no bike facilities and infrastructure immediate to the Project site. Trucks would enter either on Miranda Street or Rudnick Avenue, neither of which have dedicated bike lanes, nor sharrows to delineate protected bicycle travel. Any impacts to alternative transportation would cease after demolition, and thus would be temporary. Impacts from the proposed Project related to alternative transportation would be less than significant.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII.	**TRIBAL CULTURAL RESOURCES. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:**				
	a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 2010.1(k)?	☐	☐	☐	☒
	b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1,				

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
the lead agency shall consider the significance of the resource to a California Native American Tribe	☐	☐	☐	☒

Responses:

a-b) **No impact.** Under AB 52, a project that may cause a substantial adverse change in the significance of a Tribal cultural resource is defined as a project that may have a significant effect on the environment. "Tribal cultural resources" are defined as either (1) "sites, features, places cultural landscapes, sacred places and objects with cultural value to a California Native American tribe" that are included in the state register of historical resources or a local register of historical resources, or that are determined to be eligible for inclusion in the state register; or (2) resources determined by the lead agency, in its discretion, to be significant based on the criteria for listing in the state register.

To date, LAUSD has not received any requests for notification or consultation from California Native American tribes regarding resources defined by Public Resources Code § 21074.

As the Project involves demolition that would not entail any subsurface disturbance, the Project would not have the potential to encounter Tribal cultural resources. In addition, there is no substantial evidence that Tribal Cultural Resources are present on the Project site and a sacred lands file search was completed with negative results.[44] Therefore, the proposed Project would not be expected to result in an impact related to Tribal cultural resources.

44 Proposed Collins Elementary School Demolition Project Sacred Lands File Search and correspondence with NAHC, July 2017.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX.	**UTILITIES AND SERVICE SYSTEMS. Would the Project:**				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the District shall consider whether the Project is subject to the water supply assessment requirements of Water Code Section 10910, et. seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).	☐	☐	☒	☐
e)	Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f)	Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	☐	☐	☒	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Responses:

a) **Less than significant impact.** The RWQCB regulates the treatment of wastewater at treatment plants and the discharge of the treated wastewater into receiving waters. The proposed Project involves the demolition of a vacant elementary school. No additional construction or operation is associated with the Project. A minor amount of wastewater may be generated on site during demolition, but all wastewater would be handled in accordance with existing requirements. Wastewater would not be generated post-demolition, and impacts from the proposed Project would be less than significant.

b) **No impact.** Refer to **Response (a)**, for a discussion of wastewater impacts. As discussed above, the Project site is not in use. Therefore, the site does not generate any wastewater, or have water demands. After demolition of the existing structures, the Project site would continue to be vacant and would not generate any water demand. Therefore, the proposed Project would have no impact on water demand.

c) **Less than significant impact.** A significant impact would occur if the volume of stormwater water runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, requiring the construction of new stormwater drainage facilities.

As described in **IX Hydrology and Water Quality, Response e),** the proposed Project would not result in a significant increase in site runoff, or to significant changes in the local drainage patterns.

LAUSD's construction contractor would prevent sediment flows and other pollutants from entering storm drain systems through trapping particles in temporary filter drain inlets. Storm drain improvements onsite shall provide capacity to carry 25-year peak runoff rates in case of additional stormwater. The design of the storm drain system would be adequate to prevent localized flooding due to foliage and debris entrapment from increased storm runoff. Compliance with existing regulations would reduce the potential for the proposed Project to exceed the capacity existing or planned stormwater drainage systems to a less than significant level.

d) **Less than significant impact.** Senate Bill 221 and Senate Bill 610 amended existing California law regarding land use planning and water supply availability by requiring more information and assurance of supply than is currently required in an Urban Water Management Plan (UWMP). As of January 1, 2002, California law requires water retail providers to demonstrate that sufficient and reliable supplies are available to serve large-scale developments (i.e., 500 dwelling units or 250,000 square feet of commercial space) prior to completion of the environmental review process and approval of such large-scale projects.

Under SB 610, it is the responsibility of the water service provider to prepare a Water Supply Assessment (WSA) requested by a City or County for any "project" defined by Section 10912 of the Water Code that is subject to CEQA.

Section 10912 of the Water Code defines a "project" as:

- a proposed residential development of more than 500 dwelling units;
- a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- a proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- a proposed hotel or motel, or both, having more than 500 rooms;
- a proposed industrial, manufacturing or processing plant, or industrial park, planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor space;
- a proposed mixed-use project that includes one or more of the previously listed projects; or
- a proposed project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling-unit project.

The proposed Project would not meet any of the criteria resulting in the need for a WSA; therefore, a WSA is not necessary.

During demolition, water may be used on site for dust suppression or similar activities. The small amount of water necessary during demolition of the proposed Project would not result in the need for new or expanded water entitlements. Construction of the proposed Project would not result in a significant impact to the City's existing water supply. Impacts from the proposed Project would be less than significant.

e) **Less than significant impact.** Refer to **Responses a)** and **b)** above.

f) **Less than significant impact.** Demolition would generate construction debris. Waste materials generated during demolition are expected to be typical construction debris, including concrete, stucco, asphalt, rocks, building materials, wood, paper, glass, plastic, metals, cardboard, and other inert wastes (i.e., wastes that are not likely to produce leachates of environmental concern), as well as green wastes. As discussed in Section VIII. Hazards and Hazardous Materials, debris containing materials such as ACMs, LBP, or PCBs would be disposed of in accordance to the appropriate guidelines and regulations and in the appropriate waste discharge locations. The District would be

subject to the 2016 CAL Green Construction Waste Reduction Requirements that require 65 percent of the construction waste generated on the Project site be diverted from landfills.[45]

In addition, the proposed Project would incorporate **SC-USS-1 School Design Guide & Specification 01340, Construction and Demolition Waste Management.**

- **SC-USS-1:** Construction and demolition waste shall be recycled to the maximum extent feasible. LAUSD has established a minimum non-hazardous construction and demolition debris recycling requirement of 75 percent by weight as defined in Specification 01340, Construction & Demolition Waste Management. (School Design Guide. January 2014) Specification 01340, Construction & Demolition Waste Management includes procedures for preparation and implementation, including reporting and documentation, of a Waste Management Plan for reusing, recycling, salvage or disposal of non-hazardous waste materials generated during demolition and/or new construction [Construction & Demolition (C&D) Waste], to foster material recovery and re-use and to minimize disposal in landfills. Requires the collection and separation of all C&D waste materials generated on-site, reuse or recycling on-site, transportation to approved recyclers or reuse organizations, or transportation to legally designated landfills, for the purpose of recycling salvaging and/or reusing a minimum of 75 percent of the C&D waste generated.

Waste generated during demolition that is not recycled would result in an incremental and intermittent increase in solid waste disposal at landfills; however, this increase in solid waste would be short-term and not exceed the available capacities of area landfills. Thus, impacts from the proposed Project related to solid waste would be less than significant.

g) **Less than significant impact.** During demolition of the proposed Project, the District would comply with all applicable District, City, County, and state solid waste diversion, reduction, and recycling mandates. Additionally, the proposed Project would implement **SC-USS-1.** Impacts from the proposed Project would be less than significant.

45 CalRecycle, http://www.calrecycle.ca.gov/LGCentral/Library/CandDModel/, accessed April 17, 2017.

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX.	**MANDATORY FINDINGS OF SIGNIFICANCE**				
a)	Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b)	Does the Project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	☐	☐	☐	☒

	Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c)	Does the Project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Responses:

a) **Less than significant impact.** As discussed in **Section IV, Biological Resources,** the proposed Project would not impact any endangered fauna or flora. Further, because of the developed, urban nature of the Project vicinity, implementation of the proposed Project would not impact the habitat or population of the Project site and the surrounding area, the Project would not impact the habitat or population level of fish or wildlife species, nor would it threaten a plant or animal community, nor impact the range of a rare endangered plant or animal.

As discussed in **Section V, Cultural Resources** the Project would not impact historic resources and does not include ground disturbing activities that could result in potential impacts to previously undisturbed buried resources.

b) **No impact.** There are no potentially significant impacts identified in this Initial Study. As this Project is limited in scope to the demolition of a vacant elementary school site, all impacts would be temporary and would cease after Project completion. No impacts from the proposed Project would be cumulatively considerable.

c) **Less than significant impact.** There are no potentially significant impacts identified in this Initial Study that would have substantial adverse effects on human beings, either directly or indirectly. Therefore, impacts from the proposed Project would be less than significant.

XXI. INTRODUCTION TO THE FINAL INITIAL STUDY

This document is the Final Initial Study/Mitigated Negative Declaration (IS/MND)[46] for the Collins Street Elementary School Demolition Project (proposed Project) in the community of Woodland Hills, City of Los Angeles, CA. An IS supporting a proposed MND was prepared for the Project in accordance with the requirements of the California Environmental Quality Act (CEQA). The Los Angeles Unified School District (LAUSD) is acting as the lead agency as defined by CEQA for environmental review, approval, and implementation of this Project.

The Final IS/MND has been prepared pursuant to requirements of CEQA (i.e. the *State CEQA Statute* - Public Resources Code, Section 21000 et al., and the *State CEQA Guidelines)*.

The evaluation and response to comments is an important part of the CEQA process as it allows the following:[47] (1) the opportunity to review and comment on the methods of analysis contained within the Draft IS/MND; (2) the ability to detect any omissions which may have occurred during preparation of the Draft IS/MND; (3) the ability to check for accuracy of the analysis contained within the Draft IS/MND; (4) the ability to share expertise; (5) the ability to discover public concerns.

PROCESS

Section 15073 of the *State CEQA Guidelines* indicates that a lead agency shall provide a public review period of no less than 20 days. The Draft IS/MND for the proposed Project was circulated for a 31-day public review period beginning on August 1, 2017 and ending on August 31, 2017. A Notice of Intent (NOI) to adopt an IS/MND was sent to interested parties, agencies, persons, and individuals, including all property owners/residents within a 1/4 –mile radius of the school as well as those previously requesting to stay informed of the Project. Additionally, the NOI was posted on-site, at the Los Angeles County Clerk's office and with the State Clearinghouse in the Governor's Office of Planning and Research.

Copies of the IS/MND were available for public review at:

- LAUSD Office of Environmental Health and Safety, 333 South Beaudry Avenue, 21st Floor

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46 The terms "Final" and "Draft" IS/MND have been used in this document to distinguish the version of the IS/MND that followed and preceded the public review period for the Project.

47 Per CEQA Guidelines Section 15200.

Los Angeles, CA 90017

- Local District Northwest Office, 6621 Balboa Blvd., Lake Balboa, CA 91406
- Woodland Hills Branch Library, 22200 Ventura Blvd., Woodland Hills, CA 91364

And online at the LAUSD Office of Environmental Health & Safety website:

- http://achieve.lausd.net/CEQA

State CEQA Guidelines Section 15074(b) requires that the decision-making body of the lead agency consider the proposed MND together with any comments received during the public review process prior to approving a project.

CONTENT OF THE FINAL IS/MND

LAUSD has reviewed and addressed all comments received on the Draft IS/MND by the comment period deadline. Included within the Final IS/MND are the written comments that were submitted during the public comment period.

In order to adequately address the comments provided by interested agencies and the public in an organized manner, this Final IS/MND includes the following chapters:

Section 1.0: Introduction. This chapter provides a brief introduction to the Final IS/MND and its contents.

Section 2.0 Responses to Comments: This chapter provides a list of commenting agencies, and individuals. Responses to all comments on the Draft IS/MND are also included in this chapter.

Section 3.0 Environmental Monitoring and Reporting Program: This chapter includes the Environmental Monitoring and Reporting Program (EMRP) prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and Section 15091(d) and 15097 of the *State CEQA Guidelines*.

The Final IS/MND also hereby incorporates by reference the previously circulated Draft IS/MND and Appendices. No substantive revisions to the Draft IS/MND were necessary.

REVIEW AND CERTIFICATION OF THE FINAL IS/MND

Consistent with CEQA (Public Resource Code Section 21092.5), responses to agency comments are being forwarded to the commenting agency 10 days prior to adoption of the Final IS/MND.

XXII. RESPONSES TO COMMENTS

The Draft IS/MND for the proposed Project was circulated for public review on August 1, 2017. The public review period, during which public agencies, organizations, and the public in general were afforded the opportunity to review the Draft IS/MND and submit written comments regarding the Draft IS/MND and the proposed Project in accordance with Section 15073 of the *State CEQA Guidelines* ended on August 31, 2017.

A total of two agencies and five private citizens/individuals provided comments and/or letters during the circulation period for the Draft IS/MND. This section includes copies of the letters and/or comments received and the responses to the comments raised.

Comment Number	Commenter	Name	Date
A	**Public Agencies**		
A-1	California Department of Transportation	Diana Watson	August 21, 2017
A-2	Governor's Office of Planning and Research State Clearinghouse and Planning Unit	Scott Morgan	September 1, 2017

Comment Number	Commenter	Date
B	**Private Citizens / Individuals**	
B-1	Mike Goldman	August 9, 2017
B-2	Sheila Goldman	August 9, 2017
B-3	Lisa Rabiola	August 9, 2017
B-4	Abe Weitzberg	August 12, 2017
B-5	Barbara Weitzberg	August 3, 2017

PUBLIC COMMENT AND RESPONSES

The following pages provide LAUSD's responses to the letters and/or comments received on the Draft IS/MND, followed by copies of these comments. The letters and/or comments and LAUSD's responses will be included as part of the record and made available to the Board of Education (the "decision makers") prior to a final decision on the proposed Project.

Comment No. A-1: California Department of Transportation

California Department of Transportation
District 7 – Office of Regional Planning
100 S. Main Street, MS 16
Los Angeles, CA 90012

Dianna Watson, IGR/CEQA Branch Chief

Response A-1-1

The commenter restates the general project description for the proposed Project. The comment further discusses the nearby state roadways, under the jurisdiction of the California Department of Transportation (Caltrans) and states that while the proposed Project would not directly impact these roadways, LAUSD should consider the potential for the proposed Project in combination with other projects in the vicinity to have a significant cumulative impact. LAUSD has evaluated the potential for the proposed Project to result in significant effects, including cumulative traffic impacts. Please refer to Section XVII, Transportation and Traffic of the Draft IS/MND. As discussed in Section XVII, Transportation and Traffic, no significant impacts would occur.

The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Comment No. A-2: Governor's Office of Planning and Research State Clearinghouse and Planning Unit

Governor's Office of Planning and Research State Clearinghouse and Planning Unit
1400 Tenth Street
PO Box 3044
Sacramento CA 95812-3044

Scott Morgan, Director

Response A-2-1

The comment confirms that the Draft IS/MND was received and was submitted to selected state agencies for review. The Governor's Office of Planning and Research received one comment letter from the contacted state agencies in regards to the proposed Project; the California Department of Transportation (Caltrans) submitted the letter titled "Comment No. A-1". The response to this letter is provided in Response A-1-1.

The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Comment No. B-1 **Mike Goldman**

Response B-1-1

This comment is a set of general remarks and opinions, as well as a statement in opposition to the Project as it is currently proposed. It presents no specific environmental issues with regards to CEQA. However, in response to the general and thematic topics relating to the need for the Project, the campus buildings usability, and general police protection services, the Draft IS/MND provides discussion relating to these issues in the Project Background section, Section VIII, Hazards and Hazardous Materials, and Section XV, Public Services.

The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Comment No. B-2 **Sheila Goldman**

Response B-2-1

This comment is a set of general remarks and opinions, as well as a statement in opposition to the Project as it is currently proposed. It presents no specific environmental issues with regards to in the meaning of CEQA and no specific response is required. However, in response to the general and thematic topics relating to the need for the aesthetics of the Project site, the Draft IS/MND provides discussion relating to the existing site in the Existing Site section of the Draft IS/MND and aesthetic resources in the Section I, Aesthetics.

The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Comment No. B-3 **Lisa Rabiola**

Response B-3-1

This comment is a set of general remarks and opinions, as well as a statement in opposition to the Project as it is currently proposed. As with the previous comment, this comment presents no specific environmental issues with regards to in the meaning of CEQA and no specific response is required. However, in response to the general and thematic topics relating to the need for the aesthetics of the Project site, the Draft IS/MND provides discussion relating to the existing site

in the Existing Site section of the Draft IS/MND and aesthetic resources in the Section I, Aesthetics.

The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Comment No. B-4 Abe Weitzberg

Response B-4-1

This comment is a set of general remarks and opinions, as well as a statement in support of the Project. It presents no environmental issues within the meaning of CEQA and no specific response is required. However, several themes discussed in this letter relate to aesthetics and safety at the Project site, the Draft IS/MND provides discussion relating to aesthetic resources in the Section I, Aesthetics and safety in Section XV, Public Services.

The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Comment No. B-5 Barbara Weitzberg

Response B-5-1

This comment is a set of general remarks and opinions, as well as a statement in support of the Project. It presents no environmental issues within the meaning of CEQA and no specific response is required. However, several themes discussed in this letter relate to aesthetics and safety at the Project site, the Draft IS/MND provides discussion relating to aesthetic resources in the Section I, Aesthetics and safety in Section XV, Public Services.

The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Letter A-1

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9446
FAX (213) 897-1337
www.dot.ca.gov

Serious Drought.
Making Conservation
a California Way of Life.

August 21, 2017

Eimon Smith
Los Angeles Unified School District
333 South Beaudry Avenue 21st Floor
Los Angeles, CA 90017

RE: Collins Street Elementary School
Demolition Project
Mitigated Negative Declaration
IGR#07-LA-2017-01059-MB
SCH# 2017081005

Dear Eimon Smith:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project.

The proposed project consist of demolition of all buildings and structures located on the closed Collins Street Elementary School campus. Demolition will consist of approximately 29,000sf consisting of five buildings and a course of arcades that provide circulation throughout the campus. The buildings and structures would be leveled and the remaining foundations, asphalt/pavement, planters and landscaping would remain in place. Hazardous and dead trees will be removed from the campus during this project. No ground disturbance or new construction is proposed.

Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. However, the City may use the Level of Service (LOS) methodology until The Governor's Office of Planning and Research (OPR) complete its CEQA Guideline to implement SB743 (https://www.opr.ca.gov/s_sb743.php).

1

The nearest State facility to the proposed project is SR-27 freeway. Although, Caltrans does not expect project approval to result in a direct adverse imapct to the existing State transportation facility, the incremental effect of the project, combined with the effects of the other past, present and resonably foreseeable future projects within the vicinity of this project, cumulative imapct may occur. As a reminder, the decision makers should be aware of this issue and be prepared to mitigate cumulative traffic impact in the future.

Caltrans continues to strive to improve its standards and processes to provide flexibility while maintaining the safety and integrity of the State's transportation system. It is our goal to implement strategies that are in keeping with our mission statement, which is to "*provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.*"

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. 1

As a reminder, any transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that project needs to be designed to discharge clean run-off water, and it is not permitted to discharge onto State highway facilities.

If you have any questions or concerns regarding these comments, please contact project coordinator, Melanie Bradford, at (213) 897-9446 or by e-mail at melanie.bradford@dot.ca.gov.

Sincerely,

DIANNA WATSON, Branch Chief
LD-IGR/CEQA Review

cc: Scott Morgan, State Clearinghouse

Letter A-2

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

September 1, 2017

Elmon Smith
Los Angeles Unified School District
333 South Beaudry Ave, 21st floor
Los Angeles, CA 90017

Subject: Collins Street Elementary School Demolition Project
SCH#: 2017081005

Dear Elmon Smith:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 31, 2017, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Letter B-1

COMMENT CARD
Public Meeting
Collins Street Elementary School
Demolition Project
August 9, 2017

Name: MIKE GOLDMAN

Affiliation: RESIDENT

Address: 22358 TIARA ST.
WOODLAND HILLS 91367

Comments: DOES PROPERTY NEED TO BE DEMOLISHED? ARE BUILDINGS UNUSABLE?
WHY NOT CLEAN UP + MAINTAIN THE PROPERTY? POLICE IT BETTER TO PREVENT GRAFITTI.

1

Written comments must be received no later than August 31, 2017 at the following address:
LAUSD Office of Environmental Health and Safety
333 South Beaudry Avenue, 21st Floor
Los Angeles, CA 90017
Attn: Ms. Eimon Smith

Letter B-2

COMMENT CARD
Public Meeting
Collins Street Elementary School
Demolition Project
August 9, 2017

Name: Sheila Goldman

Affiliation: Homeowners

Address: 22358 Tiara St
Woodland Hills, CA 91367

Comments: Demolishing Bldgs will not mitigate the Blight that exists if nothing is done to Resurface & properly fence the property. Having broken concrete & ~~asphalt~~ with grass & weeds growing is just as bad as what exists today.

1

Written comments must be received no later than August 31, 2017 at the following address:
LAUSD Office of Environmental Health and Safety
333 South Beaudry Avenue, 21st Floor
Los Angeles, CA 90017
Attn: Ms. Eimon Smith

This property has been an eyesore for 39 yrs. Our community deserves better.

Letter B-3

COMMENT CARD
Public Meeting
Collins Street Elementary School
Demolition Project
August 9, 2017

Name: LISA RABIOLA

Affiliation: I live in the neighborhood

Address: 5851 NEVADA AVE, 91307

Comments: I am not on board with leaving the property with foundations sticking out of the ground & the broken asphalt in current place →

1

Written comments must be received no later than August 31, 2017 at the following address:
LAUSD Office of Environmental Health and Safety
333 South Beaudry Avenue, 21st Floor
Los Angeles, CA 90017
Attn: Ms. Eimon Smith

If this demo project takes place -

"All of the cracked Ashwalt & Buildings NEED TO BE removed & either ...

- new grass put in

OR

- new ashwalt be poured to MAKE the land look clean - & smooth

~~should be~~

The whole purpose is to demo & MAKE look palitable

No "Just as ugly"

Letter B-4

Smith, Eimon

From: Abe Weitzberg <aweitzberg@att.net>
Sent: Saturday, August 12, 2017 1:13 PM
To: California Environmental Quality Act Comments
Subject: Collins Street ES Demo Project

CEQA Project Manager Elmon Smith,

I am writing in support of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Collins Street Elementary School Demolition Project. It is clear that proposed demolition can be accomplished without any negative impacts on the neighboring community or the environment. It is equally clear that the abandoned school should be demolished as soon as possible, because it is a blight upon the neighborhood. My wife and I take one or two daily walks past the school, and have observed the graffiti, the broken windows, the homeless and the druggies hanging out. Having a bare lot until the future use of the site is determined is much preferred over the status quo. 1

Thank you.

_____

Abe Weitzberg phone: 818-347-5068
5711 Como Circle mobile: 301-254-9601
Woodland Hills, CA 91367

Letter B-5

Smith, Eimon

From: Barb's Gmail <bweitzberg1@gmail.com>
Sent: Thursday, August 03, 2017 10:28 AM
To: California Environmental Quality Act Comments
Cc: elmon.smith@lausd.net; Akins, Teresa
Subject: Collin Street ES Demo Project

Dear Project Manager, Elmon Smith,
My opinion is there will be NO negative impact on the community with the tear down of the Collin School.
The sooner this eyesore can be torn down the better! My husband and I live on Como Circle in the houses above the church and the school. I was President of the HOA for 4 years and my husband has been President for the last 6 years. We walk by the Collin School at least once a day and drive by it many times a day. The school has been a 'magnet' for the homeless and drug dealing. It has been broken into more times than I remember. The homeless used the building to live in until it was made more difficult within the last year or so to break into the building. Occasionally I have seen a couple of bicycles inside the fence suggesting someone is still getting inside. We have called to report the break ins and the graffiti and the broken glass as the windows are continually smashed. We used to observe the homeless hiding their backpacks and drugs in the bushes surrounding the school across from the church. After many calls suggesting the bushes and 'hiding places' be removed, the greenery was taken down which took away their hiding places. It feels unsafe to me at times to walk past the school at night because of the unsavory gathering.

I hope demolition will begin very soon as I know the surrounding community has very similar negative feelings about the school and that demolishing it will be only positive to the community and no negative impact will occur with the tear down.
Barbara Weitzberg
5711 Como Circle
Woodland Hills, Ca 91367

1

XXIII. ENVIRONMENTAL MONITORING AND REPORTING PROGRAM

PURPOSE

The Environmental Monitoring and Reporting Program (EMRP) has been prepared in conformance with Section 21081.6 of the California Environmental Quality Act (CEQA). It is the intent of this program to: (1) verify satisfaction of the required mitigation measures of the IS/MND; (2) provide a methodology to document implementation of the required mitigation measures; (3) provide a record of the Monitoring Program; (4) identify monitoring responsibility; (5) establish administrative procedures for the clearance of mitigation measures; (6) establish the frequency and duration of monitoring; and (7) utilize existing review processes wherever feasible.

INTRODUCTION

This EMRP describes the procedures that will be used to implement applicable LAUSD Standard Conditions of Approval and the mitigation measures adopted in connection with the approval of the proposed Project and the methods of monitoring such actions. This EMRP takes the form of a table that identifies the responsible entity for monitoring each Standard Condition of Approval and mitigation measure and the timing of each action. The applicable LAUSD Standard Conditions of Approval and the mitigation measures discussed in the EMRP shall be incorporated with the included in the Draft IS/MND.

Table XXIII-1
Environmental Monitoring and Reporting Program Matrix

Applicable LAUSD Standard Conditions of Approval and Mitigation Measures	Action Required	Implementing Party	Monitoring Responsibility	Timing	Status of Implementation
Air Quality					
SC-AQ-2: LAUSD's construction contractor shall ensure that construction equipment is properly tuned and maintained in accordance with manufacturer's specifications, to ensure excessive emissions are not generated by unmaintained equipment.	This condition shall be included as a note on construction plans	OCS Project Manager; Construction Contractor or Designee	LAUSD OEHS	During demolition	
SC-AQ-3: LAUSD's construction contractor shall: • Maintain slow speeds with all vehicles • Load impacted soil directly into transportation trucks to minimize soil handling • Water/mist soil as it is being excavated and loaded onto the transportation trucks • Water/mist and/or apply surfactants to soil placed in transportation trucks prior to exiting the site • Minimize soil drop height into transportation trucks or stockpiles during dumping • During transport, cover or enclose trucks transporting soils, increase freeboard requirements, and repair trucks exhibiting spillage due to leaks • Cover the bottom of the excavated area with polyethylene sheeting when work is not being performed • Place stockpiled soil on polyethylene sheeting and cover with similar material • Place stockpiled soil in areas shielded from prevailing winds	This condition shall be included as a note on construction plans	OCS Project Manager; Construction Contractor or Designee	LAUSD OEHS	During demolition	
Biological Resources					
SC-BIO-3: LAUSD shall comply with the following: • Project activities (including, but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of avian breading season to avoid take of birds or their eggs. Depending on the avian species present, a qualified biologist may determine that a change in the breeding season dates is warranted.	This condition shall be included as a note on construction plans	OCS Project Manager; Construction Contractor or Designee; Qualified Biologist	LAUSD OEHS	Prior to and during demolition activities	

Applicable LAUSD Standard Conditions of Approval and Mitigation Measures	Action Required	Implementing Party	Monitoring Responsibility	Timing	Status of Implementation
• If avoidance of the avian breeding season is not feasible, beginning 30 days prior to the initiation of the project activities, a qualified biologist with experience in conducting breeding bird surveys shall conduct weekly bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). The surveys shall continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of project activities. If a protected native bird is found, LAUSD shall delay all project activities within 300 feet of the suitable nesting habitat (within 500 fee for suitable raptor nesting habitat) until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, project activities within 300 feet of the nest (within 500 feet for report nests or as determined by a qualified biologist, shall be postponed until the net is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. Flagging, stakes, and/or construction fencing shall be sued to demarcate the inside boundary of the 300- or 500-foot buffer between the project activities and the nest. Project personnel, including all contractors working on site, shall be instructed on the sensitivity of the area. LAUSD shall provide results of the recommended protective measures to document compliance with applicable State and Federal laws pertaining to the protection of native birds. • If the qualified biologist determines that a narrower buffer between the project activities and observed active nests is warranted, a written explanation as to why (e.g., species-specific information; ambient conditions and birds' habituation to them; and the terrain, vegetation, and birds' lines of sight between the project activities and the nest and foraging areas) shall be submitted to LAUSD OEHS project manager. Construction contractors can then reduce the demarcated buffer. • No construction shall occur within the fenced next zone until the young have fledged, are no longer being bed by the parents, have left the nest, and will no longer by impacted the construction					

Applicable LAUSD Standard Conditions of Approval and Mitigation Measures	Action Required	Implementing Party	Monitoring Responsibility	Timing	Status of Implementation
• A biological monitor shall be present on site during all grubbing and clearing of vegetation to ensure that these activities remain outside the demarcated buffer and that the flagging, stakes, and/or construction fencing are maintained, and to minimize the likelihood that active nests are abandoned or fail due to project activities. The biological monitor shall send weekly monitoring reports to LAUSD OEHS project manager during the grubbing and clearing of vegetation, and shall notify LAUSD immediately if project activities damage avian nests.					
Hydrology and Water Quality					
SC-HWQ-2: Compliance Checklist for Stormwater Requirements at a Construction Site: This checklist has requirements for compliance with the General Construction Activity Permit and is used by OEHS to evaluate permit compliance. Requirements listed include a SWPPP; BMPs for minimizing stormwater pollution to be specified in a SWPPP; and monitoring stormwater discharges to ensure that sedimentation of downstream waters remains within regulatory limits.	This condition shall be included as a note on construction plans	OCS Civil Engineer; OCS Architect	LAUSD OEHS	During project design; Prior to and during demolition	
Noise					
SC-N-6: The LAUSD shall require the construction contractor to minimize blasting for all construction and demolition activities, where feasible. If demolition is necessary adjacent to residential uses or fragile structures, the LAUSD shall require the construction contractor to avoid using impact tools. Alternatives that shall be considered include mechanical methods using hydraulic crushers or deconstruction techniques.	This condition shall be included as a note on construction plans	OCS Project Manager; Construction Contractor or Designee	LAUSD OEHS	During demolition	
SC-N-7: For projects where pile driving activities are required within 150 feet of a structure, a detailed vibration assessment shall be provided by an acoustical engineer to analyze potential impacts related to vibration to nearby structures and to determine feasible mitigation measures to eliminate potential risk of architectural damage	This condition shall be included as a note on construction plans	OCS Project Manager; OCS Architect; OCS Acoustical Engineer; OCS Civil Engineer	LAUSD OEHS	Prior to demolition	

Applicable LAUSD Standard Conditions of Approval and Mitigation Measures	Action Required	Implementing Party	Monitoring Responsibility	Timing	Status of Implementation
SC-N-9: LAUSD shall prepare a noise assessment. If site-specific review of a school construction project identifies potentially significant adverse construction noise impacts, then LAUSD shall implement all feasible measures to reduce below applicable noise ordinances. Exterior construction noise levels exceed local noise standards, policies, or ordinances at noise-sensitive receptors. LAUSD shall mandate that construction bid contracts include the measures identified in the noise assessment. Specific noise reduction measures include, but are not limited to, the following: **Source Controls:** Time Constraints – prohibiting work during sensitive nighttime hours Scheduling – performing noisy work during less sensitive time periods (on operating campus: delay the loudest noise generation until class instruction at the nearest classrooms has ended; residential: only between 7:00 AM and 7:00 PM) Equipment Restrictions – restricting the type of equipment used Noise Restrictions – specifying stringent noise limits Substitute Methods – using quieter methods and/or equipment Exhaust Mufflers – ensuring equipment have quality mufflers installed Lubrication & Maintenance – well maintained equipment is quieter Reduced Power Operation – use only necessary size and power Limit Equipment On-Site – only have necessary equipment onsite Noise Compliance Monitoring – technician on site to ensure compliance Quieter Backup Alarms – manually-adjustable or ambient sensitive types Path Controls Noise Barriers – semi-permanent or portable wooden or concrete barriers Noise Curtains – flexible intervening curtain systems hung from supports Enclosures – encasing localized and stationary noise sources Increased Distance – perform noisy activities farther away from receptors, including operation of portable equipment, storage and maintenance of equipment	This condition shall be included as a note on construction plans	OCS Project Manager; CEQA Consultant; Construction Contractor or Designee	LAUSD OEHS	During Noise Study; During demolition	

Applicable LAUSD Standard Conditions of Approval and Mitigation Measures	Action Required	Implementing Party	Monitoring Responsibility	Timing	Status of Implementation
Receptor Controls: Window Treatments – reinforcing the building's noise reduction ability Community Participation – open dialog to involve affected residents Noise Complaint Process – ability to log and respond to noise complaints. Advance notice of the start of construction shall be delivered to all noise sensitive receptors adjacent to the project area. The notice shall state specifically where and when construction activities will occur, and provide contact information for filing noise complaints with the contractor and the District. In the event of noise complaints the District shall monitor noise from the construction activity to ensure that construction noise does not exceed limits specified in the noise ordinance. Temporary Relocation – in extreme otherwise unmitigatable cases. Temporarily move residents or students to facilities away from the construction activity.					
MM NOI-1: The project shall comply with the City of Los Angeles Building regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.	This condition shall be included as a note on construction plans	OCS Project Manager; Construction Contractor or Designee	LAUSD OEHS	Prior to issuance of a grading permit and prior to demolition	
MM NOI-2: Demolition activities shall be scheduled so as to minimize noise levels.	This condition shall be included as a note on construction plans	OCS Project Manager; Construction Contractor or Designee	LAUSD OEHS	Prior to issuance of a grading permit and during demolition	

Applicable LAUSD Standard Conditions of Approval and Mitigation Measures	Action Required	Implementing Party	Monitoring Responsibility	Timing	Status of Implementation
MM NOI-3: During demolition, noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses (i.e., the immediately surrounding schools, churches, park, and residences), and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible. These temporary sound barriers shall be capable of achieving a sound attenuation of at least 18 dB(A) and block the line-of-sight between the project site and these adjacent land uses.	Install temporary noise barriers	OCS Project Manager; Construction Contractor or Designee	LAUSD OEHS	During demolition	
MM NOI-4: The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. When used properly, this shielded/muffled equipment is capable of attenuating sound by 3 dB(A) or more.	This condition shall be included as a note on construction plans	OCS Project Manager; Construction Contractor or Designee	LAUSD OEHS	Prior to the issuance of a grading permit and during demolition	
MM NOI-5: All construction truck traffic shall avoid residential areas and other sensitive receptors to the extent feasible.	This condition shall be included as a note on construction plans	OCS Project Manager; Construction Contractor or Designee	LAUSD OEHS	Prior to the issuance of a grading permit and during demolition	
MM NOI-6: The construction staging area shall be located at least 100 feet from nearby sensitive receptors.	This condition shall be included as a note on construction plans	OCS Project Manager; Construction Contractor or Designee	LAUSD OEHS	Prior to the issuance of a grading permit and during demolition	
MM NOI-7: Two weeks prior to commencement of demolition, notification shall be provided to the off-site residential, school, and church uses within 500 feet of the project site that discloses the demolition schedule, including the types of activities and equipment that would be used throughout the duration of the demolition period.	This condition shall be included as a note on construction plans	OCS Project Manager; Construction Contractor or Designee	LAUSD OEHS	Prior to the issuance of a grading permit and during demolition	

Applicable LAUSD Standard Conditions of Approval and Mitigation Measures	Action Required	Implementing Party	Monitoring Responsibility	Timing	Status of Implementation
Transportation and Circulation					
SC-T-4: LAUSD shall require its contractors to submit a construction worksite traffic control plan to the LADOT for review prior to demolition. The plan will show the location of any haul routes, hours of operation, protective devices, warning signs, and access to abutting properties LAUSD shall encourage its contractor to limit construction-related trucks to off-peak commute periods. As required by Caltrans, applicable transportation related safety measures shall be implemented during construction.	This condition shall be included as a note on construction plans	OCS Project Manager; Construction Contractor or Designee	LAUSD OEHS	Prior to demolition	
Utilities and Service Systems					
SC-USS-1: Construction and demolition waste shall be recycled to the maximum extent feasible. LAUSD has established a minimum non-hazardous construction and demolition debris recycling requirement of 75 percent by weight as defined in Specification 01340, Construction & Demolition Waste Management. (School Design Guide. January 2014) Specification 01340, Construction & Demolition Waste Management includes procedures for preparation and implementation, including reporting and documentation, of a Waste Management Plan for reusing, recycling, salvage or disposal of non-hazardous waste materials generated during demolition and/or new construction [Construction & Demolition (C&D) Waste], to foster material recovery and re-use and to minimize disposal in landfills. Requires the collection and separation of all C&D waste materials generated on-site, reuse or recycling on-site, transportation to approved recyclers or reuse organizations, or transportation to legally designated landfills, for the purpose of recycling salvaging and/or reusing a minimum of 75 percent of the C&D waste generated.	This condition shall be included as a note on construction plans	OCS Project Manager; Construction Contractor or Designee	LAUSD OEHS	During demolition	

XIV. ACRONYMS AND ABBREVIATIONS

Air Resources Board	ARB
Air Quality Management Plan	AQMP
Best Management Practices	BMPs
California Department of Transportation	Caltrans
California Environmental Quality Act	CEQA
California Water Code	CWC
Carbon Dioxide	CO_2
Climate Action Team	CAT
Congestion Management Program	CMP
Construction General Permit	CGP
County of Los Angeles Metropolitan Transit Authority	Metro
CO_2 equivalents	CO_2e
Federal Emergency Management Agency	FEMA
Greenhouse Gas	GHG
Hydrofluorocarbons	HFCs
Los Angeles Unified School District	LAUSD
Los Angeles Unified School District Program EIR	Program EIR
Methane	CH_4
Mineral Resources Zone-2	MRZ-2
National Pollution Discharge Elimination System	NPDES
Native American Heritage Commission	NAHC
Nitrogen Oxides	NO_x
Nitrous Oxide	N_2O
Office of Planning and Research	OPR
Perfluorocarbons	PFCs
Regional Transportation Plan /Sustainable Communities Strategy	RTP/SCS
Regional Water Quality Control Board	RWQCB
Special Flood Hazard Areas	SFHA
South Coast Air Basin	SoCAB
South Coast Air Quality Management District	SCAQMD
Southern California Association of Governments	SCAG
Standard Condition	SC
Standard Urban Storm Water Mitigation Plan	SUSMP
State Water Resources Control Board	SWRCB
Sulfur Hexafluoride	SF_6
Urban Water Management Plan	UWMP
United States Environmental Protection Agency	USEPA
Water Supply Assessment	WSA
Water Vapor	H_2O

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