

Los Angeles Unified School District

Office of Environmental Health and Safety

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MITIGATED NEGATIVE DECLARATION

The Los Angeles Unified School District (LAUSD or District) has completed an Initial Study for the Ocean Charter Schools' proposed Panama Street K-8 School project (proposed project). The Initial Study was completed in accordance with the California Environmental Quality Act (CEQA, California Public Resources Code §§ 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations §§ 15000 et seq.). Based on the Initial Study with mitigation the proposed project would not have a significant effect on the environment. Accordingly, this Mitigated Negative Declaration (MND) has been prepared for the proposed project.

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

PROJECT PROPONENT: Ocean Charter School (OCS), 12606 Culver Boulevard, Los Angeles, CA 90066

PROJECT TITLE: Panama Street K-8 Charter School

PROJECT LOCATION: The site is at 12870 and 12908 Panama Street (Assessor Parcel Numbers [APNs] 4223-008-003 [12870] and 4223-008-004 [12908]) in the community of Del Rey in the City of Los Angeles in Los Angeles County, California. Regional access to the site is from Marina Expressway via Culver Boulevard.

EXISTING CONDITIONS: The site currently houses Teledyne Microelectronics Technologies in a 17,400-square-foot, one-story industrial building; four accessory buildings; and several metal cargo containers and storage sheds. A strip along Panama Street is landscaped with several trees, including palm trees; shrubs; ornamental plants; and grass. Most of the remainder of the site is asphalt surface parking lot. The entire site is surrounded by a chain-link fence, most of which is topped with barbed wire.

PROJECT DESCRIPTION: The proposed project consists of demolition and removal of the existing buildings and parking, and the construction and operation of a charter school facility for 532 Kindergarten through 8th grade students on an approximately 2.1-acre site. The school campus would have a of approximately 82,073 square feet of space in three buildings: one 2-story classroom building, a 1-story administration building, and a 1-story multipurpose building, along with lunch shelters, three play yards, and a 62-space underground parking garage. Students would be transferred from two other existing OCS charter schools.

333 South Beaudry Avenue, 21st Floor, Los Angeles, CA 90017 • Telephone (213) 241-3199 • Fax (213) 241-6816

Our Mission: To ensure a safe and healthy environment for students to learn, teachers to teach, and employees to work.

Our Vision: To eliminate all environmental, health, and safety risks at schools.

SUMMARY OF IMPACTS: The attached Initial Study was prepared to identify the potential effects on the environment from the construction and operation of the proposed school development and to evaluate the significance of those effects. Based on the Initial Study, the proposed project would have no impacts or less-than-significant environmental impacts related to 18 of the 19 environmental topics.

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| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality | <input type="checkbox"/> Biological Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology & Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology & Water Quality | <input type="checkbox"/> Land Use & Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population & Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation & Traffic |
| <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities & Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

Project development would have potentially significant impacts on one environmental topic: Hazards & Hazardous Materials

MITIGATION MEASURES: One mitigation measure is required to be incorporated into the project to minimize the potentially significant environmental impacts. Implementation of the mitigation measures would reduce potentially significant impacts to less than significant levels.

HAZ-1 PREPARATION OF DEWATERING MANAGEMENT PLAN (DMP). Ocean Charter School shall prepare a DMP for submittal to LAUSD OEHS. The DMP include details about the dewatering activity. The following information shall be provided in the DMP.

- Contractor carrying out the dewatering activities
- Where to address complaints or issues that may arise during dewatering activities
- Purpose of dewatering (an explanation of why dewatering is necessary).
- Dewatering technique (wellpoint, deep well, open hole, etc.).
- Anticipated dewatering flow rate and total dewatering duration.
- Controls (settling tank, turbidity curtain, etc.) and method of effluent discharge.
- Measures and techniques to manage noise, vibration and odor issues.
- Measures and techniques to manage geotechnical stability issues.
- Contingency plan in case of any emergency situation.
- Engineering specifications for dewatering effluent treatment (air-stripper, carbon filtration, etc.) and details for an analytical monitoring program to ensure that effluent will meet water quality release standards.
- A monitoring program to ensure that effluent will comply with applicable water quality release standards.
- List of water quality permits and regulatory compliance required.
- The point of discharge to the stormwater system and to any waterway or water body.

Los Angeles Unified School District

Office of Environmental Health and Safety

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY CHECKLIST

LEAD AGENCY Los Angeles Unified School District	DATE November 2016
LEAD AGENCY CONTACT Eimon Smith, CEQA Project Manager/Contract Professional	333 S. Beaudry Avenue, 21st Floor Los Angeles, CA 90017
CHARTER SCHOOL and CONTACT Ocean Charter School Jim Bush, Advisor	12606 Culver Boulevard Los Angeles, CA 90066 (916) 846-1902
SCHOOL SITE ADDRESS 12870 and 12908 Panama Street, Los Angeles, CA 90066	LAUSD LOCAL DISTRICT West
PROJECT TITLE PANAMA STREET K-8 SCHOOL	LAUSD COLIN ID 10367569

PROJECT BACKGROUND

Ocean Charter School (OCS) is a Los Angeles Unified School District (LAUSD or District)-approved, independent charter school serving grades Kindergarten through 8th (K-8). The OCS charter was approved in 2003 by the District and was subsequently renewed in 2008 and 2013. In 2010, OCS was operating at a leased site at 12606 Culver Boulevard in the City of Los Angeles (Mar Vista Campus). That same year, OCS was awarded State allocation funds to acquire and construct a new school, enabling OCS to fulfill its academic and operational vision of a permanent K-8 facility housed together on one campus. While searching for a permanent school site, OCS shared campuses with two LAUSD schools, Playa Vista Elementary School (located at: 13150 West Bluff Creek Drive, Playa Vista, CA) and Westchester High School (located at: 7400 West Manchester Avenue, Los Angeles, CA). OCS is currently operating its K-3rd grade program at the Mar Vista Campus, a leased site on Culver Boulevard (12606 Culver Boulevard, Los Angeles, CA) and its 4-8th grade program at Westchester High School (Westchester Campus). In 2015, OCS identified 12870 and 12908 Panama Street, Los Angeles, CA (project site) as the preferred location for its permanent campus. The proposed Panama Street K-8 School project (proposed project or project) consists of the construction and operation of a K-8 school at the project site.

ENVIRONMENTAL ANALYSIS

This type of new school project is one of many that were analyzed in the School Upgrade Program (SUP) Environmental Impact Report (Program EIR) that was certified by the LAUSD Board of Education (Board) on November 10, 2015.¹ Appendix D, Environmental Analysis of the Program EIR discusses the general approach for preparing California Environmental Quality Act (CEQA) compliance analyses and documents for SUP- related projects. LAUSD's Program EIR meets the description of a Program EIR under CEQA Guidelines Section 15168 (a)(4) as one "prepared on a series of actions that can be characterized as one large project and are related...[a]s individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways."

¹ LAUSD. 2015. Program EIR for the School Upgrade Program. Available at: <http://achieve.lausd.net/ceqa>.

The Board-certified Program EIR enables LAUSD to streamline future environmental compliance and reduces the need for repetitive environmental studies.² The Program EIR serves as the framework and baseline for CEQA analyses of later projects through a process known as “tiering.” Under CEQA Guidelines Sections 15152(a) and 15385, “Tiering” refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a program) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.³

The SUP Program EIR is applicable to all projects implemented under the school upgrade program. The SUP Program EIR grouped potential projects into four project type categories. These categories are based on project scope, type of construction and location of project. This project falls under the category of a Type 1 project, ‘New Construction on New Property’. Although the project is not located adjacent to an existing school, it consists of new building construction on new property.

The proposed charter school project is considered a site-specific project under the Program EIR; therefore, this Mitigated Negative Declaration (MND) is tiered from the SUP Program EIR.

Project Plan and Building Design

This and all other SUP-related projects are required to comply with existing design standards and sustainable building practices. The school site is subject to review and approval by the State of California Department of Education (CDE) and the school architectural designs are subject to review and approval by the California Division of State Architect (DSA). The proposed K-8 charter school would be designed and constructed to meet specific design standards and sustainable building practices. Certain standards assist in reducing environmental impacts, such as CALGreen,⁴ LAUSD Standard Conditions of Approval, and would meet or exceed the Collaborative for High Performance Schools (CHPS) criteria.⁵

Collaborative for High Performance Schools (CHPS). The proposed project would include CHPS criteria points under seven categories: Integration (II), Indoor Environmental Quality (EQ), Energy (EE), Water (WE), Site (SS), Materials and Waste Management (MW), and Operations and Metrics (OM). Under the current 2014 CA-CHPS criteria, the project would earn at least 250 points—110 prerequisite criteria points and 140 criteria credit points. The optional credit points would be determined during later site and architectural design phases, but all prerequisites are required. See Appendix A of this Initial Study for New Project Scorecard: 2014 CA-CHPS Criteria.

Project Design Features. Project Design Features (PDFs) or PDFs are environmental protection features that modify a physical element of a site-specific project and are depicted in a site plan or documented in the project design plans. PDFs may be incorporated into a project design or description in order to offset or avoid a potential environmental impact and do not require more than adhering to a site plan or project design. Unlike mitigation measures, PDFs are not special actions that need to be defined to be specifically defined or analyzed for effectiveness in reducing potential impacts.

Standard Conditions of Approval. LAUSD Standard Conditions of Approval are uniformly applied development standards and were adopted by the LAUSD Board of Education in November 2015.⁶ The Standard Conditions of Approval were compiled from established LAUSD standards, guidelines, specifications, practices, plans, policies, and programs, as well as typically applied mitigation measures. The conditions are divided into the 18 LAUSD CEQA environmental topics (Appendix G of the CEQA Guidelines plus Pedestrian Safety). For each Standard Condition of Approval compliance is triggered by factors such as the project type, existing conditions, and type of environmental impact. Compliance with every condition is not required.

Mitigation Measures. If after incorporation and implementation of Federal, State, and local regulations, CHPS prerequisite criteria, Project Design Features, and Standard Conditions of Approval there are still significant environmental impacts,

² LAUSD. 2015. Program EIR for the School Upgrade Program. Available at: <http://achieve.lausd.net/ceqa>.

³ CEQA Guidelines Section 15152(a).

⁴ California Green Building Standards Code, Title 24, Part 11, of the California Code of Regulations.

⁵ The Board of Education’s October 2003 Resolution on Sustainability and Design of High Performance Schools, directs staff to continue its efforts to ensure that every new school and modernization project in the District, from the beginning of the design process, incorporate CHPS (Collaborative for High Performance Schools) criteria to the extent possible.

⁶ LAUSD. 2015. Program EIR for the School Upgrade Program. Available at: <http://achieve.lausd.net/ceqa>. (see Program EIR Table 4-1 and Appendix F).

then feasible and project-specific mitigation measures are required to reduce impacts to less than significant levels. Mitigation under CEQA Guidelines Section 15370 includes:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

Mitigation measures must further reduce significant environmental impacts above and beyond compliance with federal, state, and local laws and regulations, Project Design Features, and Standard Conditions of Approval.

The specific CHPS prerequisite criteria and LAUSD Standard Conditions of Approval are identified in the tables under each CEQA topic.⁷ Federal, state, regional, local laws, regulations, plans, and guidelines, CHPS criteria, Project Design Features, and LAUSD conditions are considered part of the project and are included in the environmental analysis.⁸

CHPS criteria, Standard Conditions, and mitigation measures are included in the Environmental Monitoring and Reporting Program that will be considered for adoption by the LAUSD Board of Education along with the MND and supporting Initial Study. As the Lead Agency, LAUSD is responsible for review and approval of the proposed project and adoption of the MND. Ocean Charter School is the project proponent and developer and as such has assumed all of the responsibilities that would typically be attributed to LAUSD. Where Standard Conditions of Approval or other measures identify “LAUSD” as the responsible party, it is understood that Ocean Charter School is in fact the responsible party for compliance with these and all measures related to the proposed project. Specifically, Ocean Charter School is responsible for compliance with and implementation of all of the measures that are outlined in this IS/MND for the proposed project.

PROJECT DESCRIPTION

All figures are included at the end of this section, just before the Checklist.

Project location and existing conditions: Figure 1, *Regional Location*; Figure 2, *Local Vicinity*; Figure 3, *Parcel Map*; Figure 4, *Existing Land Use*; Figure 5, *Coastal Transportation Corridor Specific Plan*; Figure 6, *Photo Location Key*; Figures 7a to 7c, *Site Photographs*.

Proposed project: Figure 8a, *Conceptual Site Plan*; Figure 8b, *Project Context*; Figure 8c, *Project Scale*; Figure 8d and 8e, *Street View*; Figure 9, *Pedestrian and Bicycle Routes*; Figure 10, *Anticipated Vehicle Path of Travel - Inbound*, Figure 11, *Anticipated Vehicle Path of Travel - Outbound*.

The proposed project consists of the construction and operation of a charter school facility for 532 K-8th grade students on an approximately 2.1-acre site. OCS has a current total enrollment of 471 students. The location and existing setting of the site is shown on Figures 1 through 7 and is discussed below under the *Environmental Setting* header. The new school campus would have a classroom building, administration building and multipurpose building, along with lunch shelters, three play yards, and an underground parking lot (Figures 8 through 11).

School Property

The Ocean Charter School purchased the Panama Street property from the Teledyne Corporation with State School Bond funds and bond financing approved through the California School Finance Authority, State Treasurer's Office. If the charter

⁷ Collaborative for High Performance Schools (CHPS) criteria are summarized. The full requirement can be found at <http://www.chps.net/dev/Drupal/California>.

⁸ Where the LAUSD Standard Condition of Approval identifies actions to be taken, it is understood that as the project applicant, Ocean Charter Schools would implement all LAUSD actions for this project.

school project is approved by LAUSD the project plans will be completed and will require review and approval from DSA and CDE. Receipt of funds from the State Office of Public School Construction are anticipated in the fall of 2017.

At its April 12, 2016 meeting, the LAUSD Board of Education approved an Augmentation Grant application for this project which funds fifty-percent of the project costs.⁹ If the project is approved, agreements between LAUSD, Ocean Charter School and the State would be executed to provide for the ownership of the property to be transferred to the District. The agreement would also permit Ocean Charter School to use the facility and would help to repay the Bond funding loan obligation over 30 years. If Ocean Charter School is unable to continue operation at the site the District would take over use of the site.

Facilities

The proposed project would entail construction of approximately 82,073 square feet of built space in three buildings—one 2-story classroom building (maximum 32 feet tall), a 1-story administration building (maximum 14 feet tall), and a 1-story (maximum 16-foot tall) multipurpose building (see Figures 8a-8e). The administration building along the north property line would house the kitchen, the library, and administrative offices. The multipurpose building to the south of the administrative building would have a higher roof to accommodate the gymnasium. The classroom building would be positioned along the south property line and would house grades K-3 on the first floor (with kindergarten classrooms along the east side of the site) and grades 4-8 on the second floor. Table 1 shows the proposed facilities on the site.

Table 1 Charter School Facilities

Facilities	Total Classrooms	Student Capacity	Staff	Building Space (Total Square Footage)
Classroom Building	26	532	75 full & part-time*	34,590
Administration Building				12,310
Multipurpose/Gymnasium Building				10,525
Underground Parking				24,648
Parking Spaces (62)				N/A
Total Building Space				82,073
<i>Grades 1-8 Play Fields</i>				<i>35,500</i>
<i>Kindergarten Play Area</i>				<i>6,000</i>
Total Outdoor Play Space				41,500

Note: All numbers are approximate.

If project cost reduction is required the parking garage may be reduced to 17,000 square feet and 44 spaces, Administration Building to 6,500 square feet, and Multipurpose/Gymnasium Building to 8,400 square feet. This reduced construction would not change the impact findings of this document.

*Part-time staff work in shifts and arrive and depart at different times.

Outdoor Play Areas and Landscaping

The main play yard would be located in the center of the campus surrounded by school buildings. The middle school and kindergarten play yards would be located along the south and north edge of the campus, respectively. The outdoor play yards would not be used after dark, and would not have nighttime lighting. However, exterior safety and security lighting would be provided on exterior walls of buildings, building entrances, in the parking lot, and where required or as needed in order to illuminate exterior areas and access points.

⁹ LAUSD Board of Education Report, 2016. Facilities Services Division & Charter Schools Division. File # Rep341-15/16, Version 1. Amendment to the Facilities Services Division Strategic Execution Plan to Approve Charter Augmentation Grants for the Ocean Charter Span School Project and the Vaughn Next Century Learning Center Project. April 12, 2016 (see Appendix B of this Initial Study)

Site Access and Circulation

OCS is developing a mobility plan to minimize traffic congestion and ensure a safe path of travel for walking and biking to school. As shown on Figure 8a, the school would have a designated drop-off/pick-up area on Panama Street. The area is a dedicated 250-foot-long curb cut that would permit curbside student unloading and loading without obstructing traffic lanes.¹⁰ School warning signs and safety devices would be installed along Panama Street in compliance with State standards.¹¹ Signs would also be posted to prohibit parking in the drop-off/pick-up zone. School staff attendants would be provided during drop-off and pick-up times to ensure efficiency and safety as students get in and out of cars. All off-site road work, including the 8-foot-wide sidewalk along Panama Street would be constructed to meet City of Los Angeles (City) standards as required by the Bureau of Engineering Standard Specifications Manual and the Department of Public Works Standard Plan. In compliance with the Los Angeles City Municipal Code Chapter XII, Article I, Emergency Water Conservation Plan Ordinance landscaping would consist of drought-tolerant plants and a water efficient irrigation system.¹²

As part of the project, OCS will prepare a Safe Routes to School Plan that provides information about pedestrian and bicycle safety. The plan will be prepared according to the standards outlines in Federal Highway Administration's Guidance for the Safe Routes to School Program.¹³ The Safe Routes to School Plan will be updated as necessary and distributed to staff, students, and parents annually at the start of each school year. Figure 9 shows existing and planned pedestrian and bicycle paths around the school site. Additionally, prior to opening the school, OCS will provide parents with recommended paths for travel for students arriving by vehicle. Figures 10 and 11 shows the recommended travel routes, which are intended to direct vehicles to appropriate collector roads that attempt to avoid residential streets.

The proposed building design and placement creates a perimeter that is secure and avoids the need for extensive fencing along Panama Avenue. The campus would have a decorative fence along Panama Street between the administrative building and the northern property line. Access gates would be provided along the sidewalk—the main gate at the corner of the administration building next to the front office, an emergency gate on the west end of the administration building and at the Kindergarten play yard. An emergency assembly area would be designated for staff and students as part of the school emergency plan prior to the first day of classes.

Guests at the main gate would use an intercom system and would be required to complete OCS's check-in procedure at the main office before entering the school campus. Staff would access the campus from the parking garage via stairways or an elevator.

Because this is a charter school, there are no defined attendance boundaries, and students may come from a broad area. However, at this time approximately 80 percent of the students live within approximately 4 miles of the current OCS schools at the Mar Vista and Westchester High School campuses. The charter school would not provide student busing, however buses may be used periodically for field trips. Based on 123 responses to a survey conducted by OCS, 13-percent of students are anticipated to walk, bike, or carpool to the new school daily; 27-percent travel by these means on three or four days a week; and 44-percent travel to school this way one to two days a week (see Appendix C for complete survey results).

Staff access to the underground parking would be from Panama Street south of the administration building and separated from the drop-off/pick-up area. The garage driveway would have two gates—one at street level and one at the bottom of the ramp just before entering the garage. One stairway and elevator would provide access to the main campus. Only school staff would have access to the main campus from the parking garage during school hours.

¹⁰ LAUSD's minimum required curb-cut unloading and loading zone is 160 feet long for elementary schools.

¹¹ California Manual on Uniform Traffic Control Devices (CA MUTCD), issued by Caltrans, provides uniform standards and specifications for all official traffic control devices in California, pursuant to the provisions of California Vehicle Code (CVC) Section 21400. Part 7 of the CA MUTCD has standards for traffic control, warning signs and markings for school areas. Part 7: Traffic Control for School Area. <http://mutcd.fhwa.dot.gov/pdfs/2009/part7.pdf>.

¹² The Water Conservation Plan of the City of Los Angeles.
<https://law.resource.org/pub/us/code/city/ca/LosAngeles/Municipal/chapter12.pdf>

¹³ Federal Highway Administration's Guidance for the Safe Routes to School Program.
http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/

Fencing

The new school would have concrete block walls on the western property line and on the east adjacent to the existing one-story Teledyne Reynolds building. The south side would maintain the existing chain-link fence along the storage buildings. All buildings would be 15 feet or more from the property line to allow emergency access behind buildings.

Parking

The proposed project would provide parking spaces for staff in a subterranean lot under the multipurpose building. Access to the garage would be limited to staff via a keycard-controlled gate system. Based on LAUSD standards for parking ratios, the new school should provide 2.25 parking spaces for every classroom, for a total of 42.75 (rounded to 43). The approximately 24,648-square-foot underground parking garage below the multipurpose building would have 62 parking spaces, including 3 ADA accessible spaces. Project parking would exceed the LAUSD parking standard by 19 spaces.

Although the charter school would exceed the LAUSD parking requirement, it is anticipated that the OCS's curriculum would require approximately 75 staff (35 full-time and 40 part-time). Long-term street parking for staff and guests would not be permitted along Panama Street because it is currently signed "No Parking 7 AM to 8 PM" along the south side of the street and "1 Hour 8 AM to 6 PM" on the north side. To accommodate the parking needs of the additional staff and guests, Ocean Charter Schools would prepare a detailed Parking Management Plan. The final plan would include the following:

- **Guest curb parking.** After morning drop-off the loading zone would be available for guest parking. Prior to afternoon pick-up all guests would be required to leave the area. No parking in the loading zone would be permitted on Thursdays from 10:00 AM to noon because of street sweeping. This zone provides 12 parking spaces.
 - Unrestricted parking is available on both sides of Culver Boulevard north of the Braddock Drive intersection. Restricted one- and two-hour parking is available on little Culver Boulevard. These streets are currently being used for the Mar Vista Campus school parking.
 - **Carpool system.** The parking management plan will include incentives for staff to carpool.
 - **Evening event parking.** The parking garage would be open and available for guest parking during evening events. A parking attendant would be stationed in the garage to assist guests with navigation to the school campus and to ensure safety and security.
 - **Evening event overflow parking.** Parking for larger school events, such as 'back to school', will be managed by securing more than one agreement for at least 100 parking spaces at off-site locations within walking distance of the school. Currently there are four possible locations for additional parking spaces:
 - Marina Christian Fellowship Church (12606 Culver Boulevard - current OCS Mar Vista Campus) 56 parking spaces; 0.25-mile north of the project site
 - Teledyne Reynolds, Inc. electronics and aerospace manufacturing (12820 Panama Street): 12 parking spaces; Adjacent, 200 feet east of the project site
 - Marina Del Ray Middle School (12500 Braddock Drive - currently used for OCS special event parking) 103 parking spaces; 1,850 feet east of the project site
 - Commercial and Manufacturing (12800 and 12950 Culver Boulevard) over 125 parking spaces; 375 feet northeast of the project site

Operation

Traditional School. The existing K-3 at the Mar Vista Campus and the grades 4-8 on the Westchester Campus would transfer to the proposed new school campus. OCS classes would no longer be held at either campus. The proposed new school campus would have a maximum capacity of 532 students and up to 75 full and part-time staff. The school would operate on a traditional two-semester academic calendar with students in session from August through June. School hours would be 8:00 AM through 3:20 PM, and some teachers and students may be on campus after school hours. Additionally, public events may be held on the campus after school hours and/or during some weekends.

School-Related Events. The school may have after-school programs for the students, such as special-interest clubs, and extracurricular activities that may end later than 3:20 PM. There may also be occasional nighttime and weekend events during the school year. If the main play yard is used during the evening, temporary portable lights may be provided for the event. Lights would not be used in areas adjacent to Panama Street or residential buildings. Some of these events would be campus-wide, such as school plays and open houses, while others would be grade specific, such as commencement.

Community Use. In compliance with the Civic Center Act,¹⁴ the campus would be available for community use at selected times when not in use by OCS or LAUSD.

Construction

All existing buildings and parking lots would be demolished and removed. Demolition debris would include:

- Permanent buildings: 10,120 cubic feet (cf)
- Asphalt: 10,620 cf
- Concrete: 13,710 cf

Excavation to a depth of approximately 15 feet for the subterranean parking garage would require export of about 562,500 cf of soil. Any soil that is imported or exported must be chemically tested in accordance with specific written procedures as outlined in LAUSD Specifications, Section 01 4524 – *Environmental Import/Export Materials Testing*, October 1, 2011.¹⁵ This section specifies the requirements for the sampling, testing, transportation and certification of imported fill materials or exported fill materials from school sites. Onsite concrete and asphalt crushing would occur on a portion of the site farthest from the adjacent residential development. Debris and soil would be exported to either Arcadia or Irwindale.

Following construction, the site would have 43,560 square feet of impermeable surfaces (buildings, driveway, and walkways) and 41,500 square feet of permeable surfaces (landscape and turf fields). Construction is planned to start in 2018 (actual commencement of project construction is dependent on funding) and be completed by 2019 (approximately 16 months). The start of classes is planned for August 2019. The schedule outlined in Table 2 is based on full funding at the start of demolition.

¹⁴ CA Education Code Sections 38130 – 38139.

¹⁵ LAUSD Asset Management, Guide Specifications: Division 01 General Requirements, Section 01 4524 – Environmental Import/Export Materials Testing.

Table 2 Construction Schedule and Equipment

Phase	Schedule	Equipment	Number
Demolition	2018 January to February	Excavators w/breaker	1
		Loader	1
		Bobcat/Skip	1
		Crushing Equipment	1
		Water Truck	1
		Building Debris haul trips; average 10 CY end-dump trucks	10
		Asphalt/Concrete Debris haul trips; average 10 CY end-dump trucks	10
		Jack Hammers	2
Grading	2018 March to April	Excavator	1
		Compactor	1
		Loader	1
		Skip Loader	1
		Water Truck	1
		Soil haul trips (soil export); average 14 CY bottom dump trucks	35
		Vibratory Rollers (for 95% soil compaction)	2
		Trencher / Excavator	1
Building Construction	2018 May to November	Concrete Trucks	5
		Impact Pile Driver, Sonic Pile Driver, Crane-Mounted Auger Drill, or Crane-Suspended Downhole Vibrator	1
		Concrete Pump	1
		Crane	1
		Dump Trucks	2
		Fork Lifts/Gradalls	4
		Delivery Trucks	12
		Backhoes	2
		Water Truck	1
Building Interiors	2018–2019 November to March	Air Compressor	1
Asphalt Paving and Off-Site Street Work	2019 March to April	Skip Loaders	2
		Roller	1
		Paver	1
		Asphalt Trucks	8
		Water Truck	1

Del Rey Land Use Committee and Neighborhood Council

In cooperation with the Del Rey Neighborhood Council, OCS (‘Developer’) has agreed to the following Council conditions:

- Developer ensures that traffic flow minimizes egress west on Panama towards Alla
- Developer works with City to repave Panama in its entirety across the frontage of the property
- Developer works with City to add sidewalk on the south side of Panama between McConnell and the school
- Developer liaises with neighborhood and other projects in the area during construction

- Developer ensures that all issues listed in the traffic study are pro-actively resolved by the Developer
- Developer maintains paid staff to coordinate pickups and drop-offs
- Developer works with neighboring businesses to provide off street parking for events¹⁶

ENVIRONMENTAL SETTING

The site currently has a 17,400-square-foot, one-story industrial building; four accessory buildings; and several metal cargo containers and storage sheds that previously housed Teledyne Microelectronics Technologies administration offices. The main building was constructed in 1954 and the accessory building in 1962. Most of the remainder of the site is asphalt surface parking lot. A strip along Panama Street is landscaped with several trees, including palm trees; shrubs; ornamental plants; and grass. The entire site is surrounded by a chain-link fence, most of which is topped with barbed wire. There are four access gates—two on the south side of the building and two on the north (see Figures 1 through 7).

PROJECT LOCATION

The approximately 2.1-acre school site is located at 12870 and 12908 Panama Street (Assessor Parcel Numbers [APNs] 4223-008-003 [12870] and 4223-008-004 [12908]) in the community of Del Rey in the City of Los Angeles in Los Angeles County, California. Regional access to the site is from Marina Expressway via Culver Boulevard.

EXISTING ZONING	EXISTING LAND USE DESIGNATION	<input checked="" type="checkbox"/> REQUIRES STATE FUNDING
M1-1 Limited Industrial and M2-1 Light Industrial ¹⁷	Limited Manufacturing and Light Manufacturing ¹⁸	

SURROUNDING LAND USES

The project site is surrounded by residential and industrial/commercial/office uses.¹⁹ The site is bordered by EZ Storage (a self-storage business) and Culver Boulevard to the south; by Panama Street and detached single-family residences to the north; Teledyne Reynolds, Inc., a Teledyne Technologies Company (12820 Panama Street), electronics and aerospace manufacturing to the east; and vacant paved lot at 12910, 12920, 12922, 12930, and 12064 Panama Street.²⁰ The project site is about 700 feet (0.13 mile) north of the Marina Expressway²¹ (500 feet north of the Marina Freeway off-ramp) and approximately 0.8 mile east of the Marina Del Rey small-boat harbor. Ballona Creek is located approximately 0.25 mile southeast, and the Ballona Wetlands Ecological Reserve is roughly 0.3-mile south of the project site.

¹⁶ Listed conditions are a direct quote from the DRNC meeting minutes.

¹⁷ City of Los Angeles. January 27, 2016. ZIMAS [Zone Info and Map Access System]. <http://zimas.lacity.org/>.

¹⁸ City of Los Angeles. January 27, 2016. ZIMAS [Zone Info and Map Access System]. <http://zimas.lacity.org/>.

¹⁹ For ease of understanding, when describing the orientation of the project site and proposed project; the long side along Panama Street (northwest side) is described as project north; the opposite long side (southeast side) is south; the short side (northeast) is east; the southwest side is west.

²⁰ The 5 addresses make up one 249,713-square-foot property. From the 1960s to 2013, Teledyne Microelectronics Technologies, an electronics and aerospace manufacturer, operated out of several one-story industrial buildings totally 109,100 square feet. In May 2016 all buildings were demolished and removed. The site currently consists of a paved vacant property surrounded by a chain-link fence topped with barbed-wire. A 159,000 sq. ft. office is proposed on this site.

²¹ East of Culver Boulevard, the Marina Expressway transitions into the Marina Freeway (both are identified as SR-90).

OTHER PUBLIC AGENCY APPROVALS

Agency ^{22, 23, 24}	Action
STATE	
California Department of Toxic Substances Control (DTSC)	Approval of Phase I Environmental Site Assessment (ESA); Preliminary Environmental Assessment (PEA); Removal Action Workplan (RAW)/Remedial Action Plan (RAP); Removal Action Completion Report (RACR); and ultimately issuance of a "No Further Action" determination
State Allocation Board (SAB)	Approval of Funding
California Department of Education (CDE), School Facilities Planning Division	Approval of final site and school design for educational appropriateness
California Department of General Services, Office of Public School Construction (OPSC)	Approval of Funding
California Department of General Services, Division of State Architect (DSA)	Plan review and construction oversight for new school construction and alteration projects, including structural safety, fire and life safety, and access compliance. DSA approval is required for any project seeking state funding and must be completed before the project begins construction
State Water Resources Control Board (SWRCB)	Review of Notice of Intent (NOI) to obtain permit coverage; Issuance of General Permit for National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ); Review of Storm Water Pollution Prevention Plan (SWPPP)
REGIONAL	
Los Angeles Regional Water Quality Control Board (RWQCB)	Issue National Pollution Discharge Elimination System (NPDES) permit; Issuance of waste discharge requirement (Discharges of Groundwater from Construction and Project Dewatering to Surface Waters); Clean Water Act Section 401 Water Quality Certification
South Coast Air Quality Management District (SCAQMD)	Review and file submittals for Rule 403 Fugitive Dust; Rule 1403 Asbestos Emissions from Demolition/Renovation Activities; Rule 201 Permit to Construct; Rule 203 Permit to Operate (boilers and generators); Rule 1166 Volatile Organic Compound Emissions from Decontamination of Soil, and site-specific Soil Mitigation Plan; site monitoring (if warranted)
LOCAL(City of Los Angeles)	
Fire Department	DSA approval of the Fire/Life Safety portion of a project requires Local Fire Authority (LFA) review of: 1. elevator/stair access for emergency rescue and patient transport; 2. access roads, fire lane markings, pavers and gate entrances; 3. fire hydrant location and distribution; 4. fire flow (location of post indicator valve, fire department connection, and detector check valve assembly)
Public Works Department	Approval of drainage improvements and grading plans as they relate to drainage; Approval of off-site improvements permit or "B-Permit" ²⁵
Traffic Engineering Department	Approval of Memorandum of Understanding (MOU for methodology used for traffic study); Approval of changes to parking restrictions; installation of crosswalks, advance school zone warning signs, school parking signage, traffic controls, crossing guards, and traffic management/control and vehicle enforcement; Approval of engineering designs for project driveways at roadways

²² There are no other Responsible agencies involved in the Ocean Charter School project. Future permits, approvals, review, or coordination would be required but these actions would be ministerial actions. Per Education Code Section 17070.46, the approvals from CDE, DSA, SAB and OPSC are considered ministerial actions and as such, these agencies are not "responsible agencies" under the California Environmental Quality Act (CEQA) and do not have discretionary approvals.

²³ 14 CCR Section 15381. "Responsible Agency" means a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term "Responsible Agency" includes all public agencies other than the Lead Agency which have discretionary approval power over the project.

²⁴ Reviewing Agencies include those agencies that do not have discretionary powers over the proposed project, but that may 1) review the EIR for adequacy and accuracy; 2) issue ministerial approvals or permits.

²⁵ A "B" Permit is typically issued for extensive public works improvements including the widening of streets and alleys, the changing of existing street grade, construction of bridges, retaining walls, and the installation of sewer, storm drains, street lighting, and traffic signals.

Agency ^{26,27,28}	Action
Police Department	Site plan review for fire, life, safety hazards, access and visibility
Los Angeles City Bureau of Sanitation	Industrial Wastewater Permit for groundwater discharge into sewer
City of Los Angeles Department of Water and Power	Relocation/removal of power pole

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.

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.²⁹

²⁶ There are no other Responsible agencies involved in the Ocean Charter School project. Future permits, approvals, review, or coordination would be required but these actions would be ministerial actions. Per Education Code Section 17070.46, the approvals from CDE, DSA, SAB and OPSC are considered ministerial actions and as such, these agencies are not “responsible agencies” under the California Environmental Quality Act (CEQA) and do not have discretionary approvals.

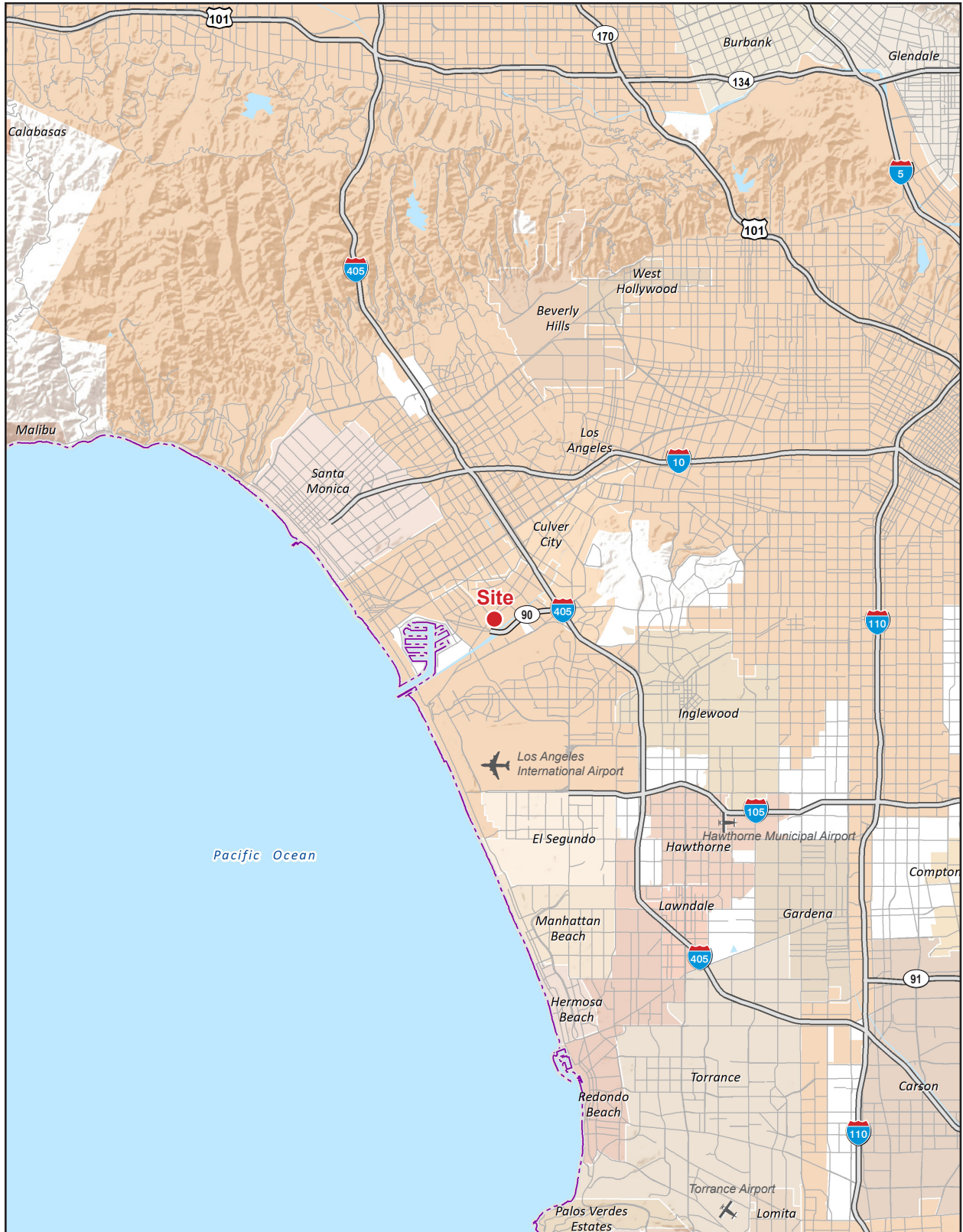
²⁷ 14 CCR Section 15381. “Responsible Agency” means a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term “Responsible Agency” includes all public agencies other than the Lead Agency which have discretionary approval power over the project.

²⁸ Reviewing Agencies include those agencies that do not have discretionary powers over the proposed project, but that may 1) review the EIR for adequacy and accuracy; 2) issue ministerial approvals or permits.

²⁹ 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/>

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Figure 1 - Regional Location



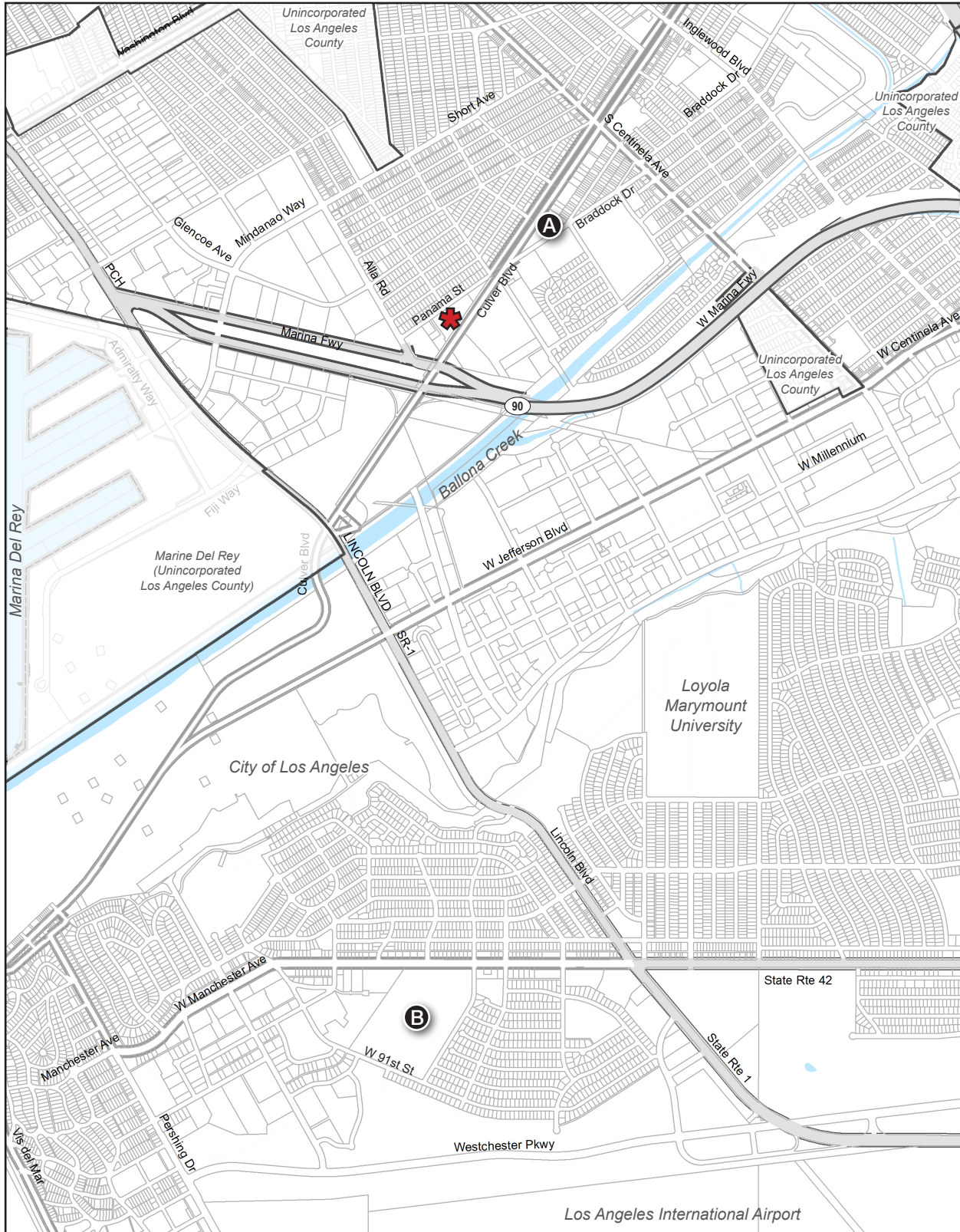
Note: Unincorporated areas are shown in white.





Base Map Source: ESRI, 2016


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Figure 2 - Local Vicinity



 OCS Proposed K-8
12870 and 12908 Panama St

 OCS Grades K-3
12606 Culver Blvd

 OCS Grades 4-8
Westchester High School, 7400 W Manchester Ave

0 2000
Scale (Feet)

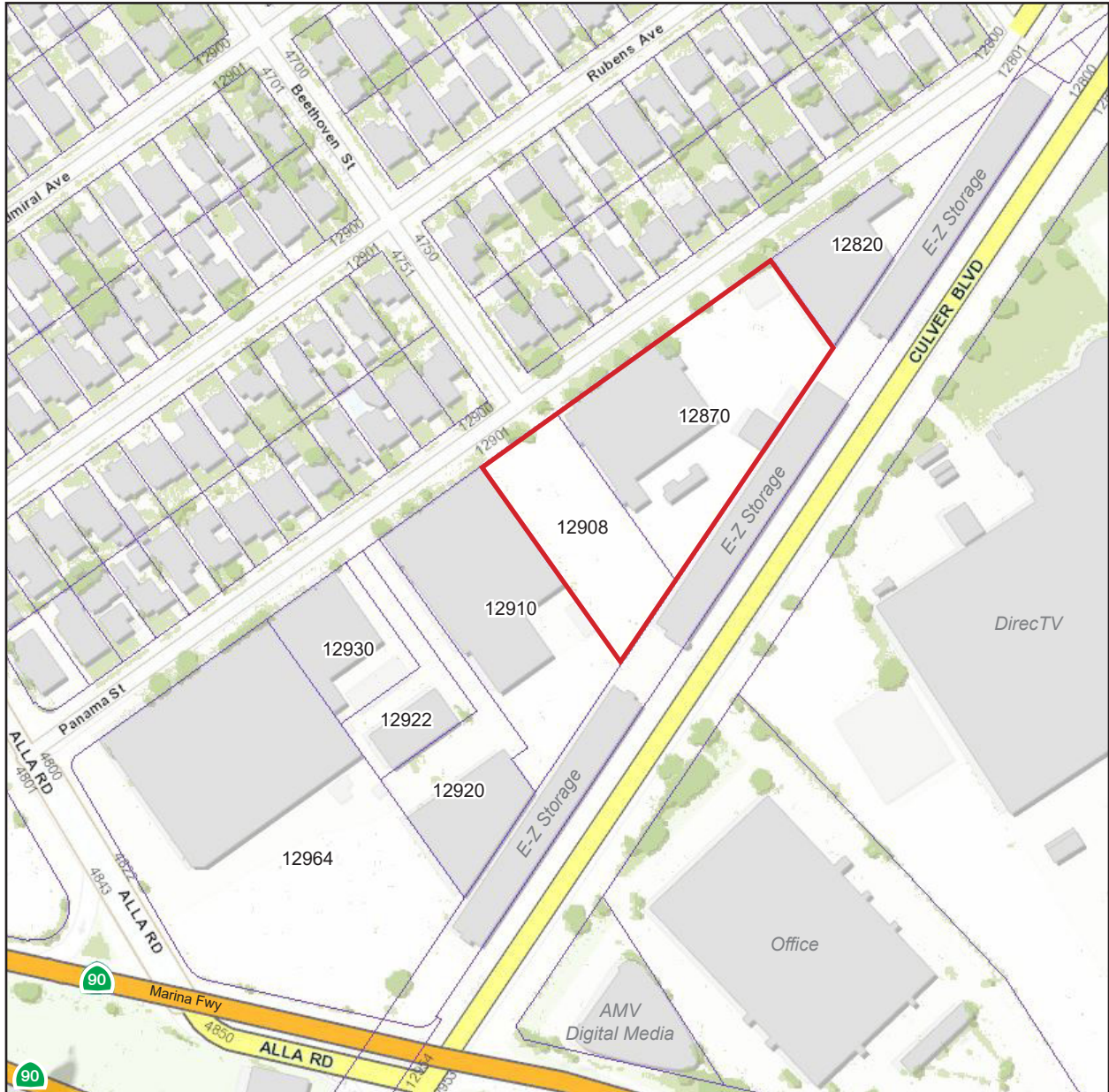
— City Boundary

Base Map Source: ESRI, 2015



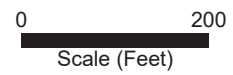
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Figure 3 - Parcel Map



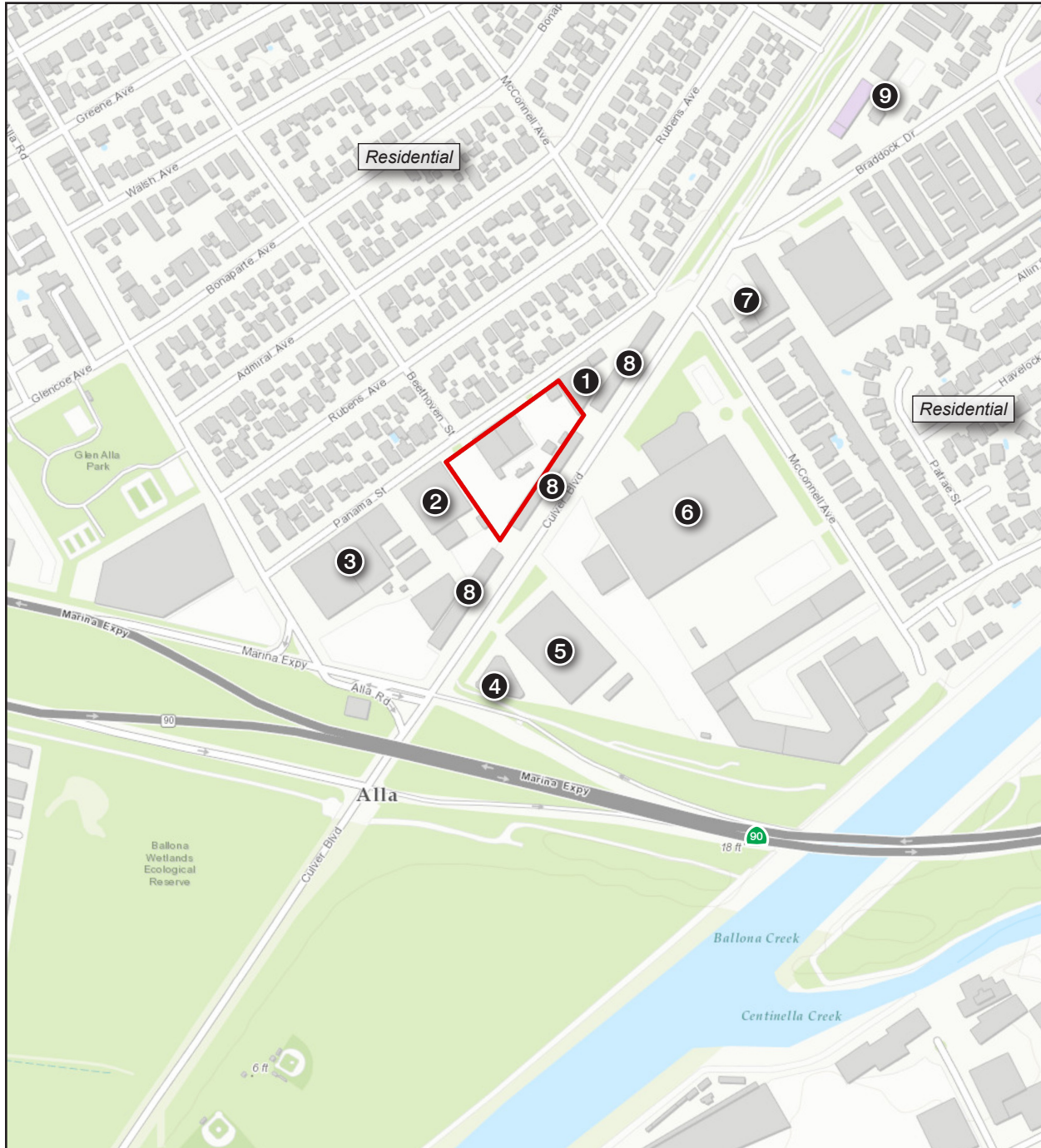
— Site Boundary

Note: All Property Addresses are on Panama Street



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Figure 4 - Existing Land Use



- | | | |
|---------------------|---------------------|------------------|
| 1 Teledyne Reynolds | 4 AMV Digital Media | 7 Retail |
| 2 Vacant | 5 Office | 8 E-Z Storage |
| 3 Vacant | 6 DirecTV | 9 OCS Grades K-3 |

— Site Boundary

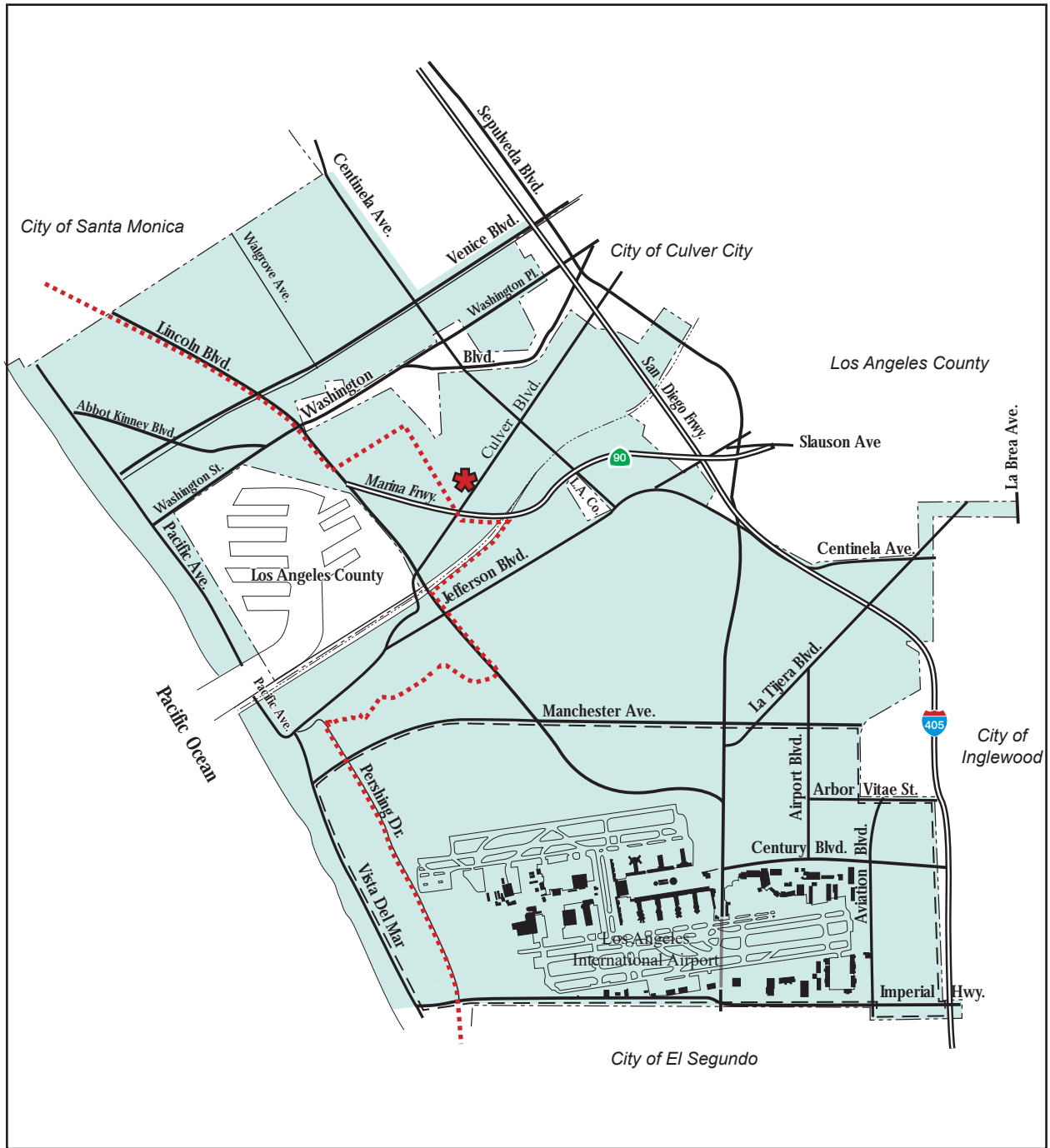
0 500
Scale (Feet)







Base Map Source: ESRI, 2016

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Figure 5 - Coastal Transportation Corridor Specific Plan



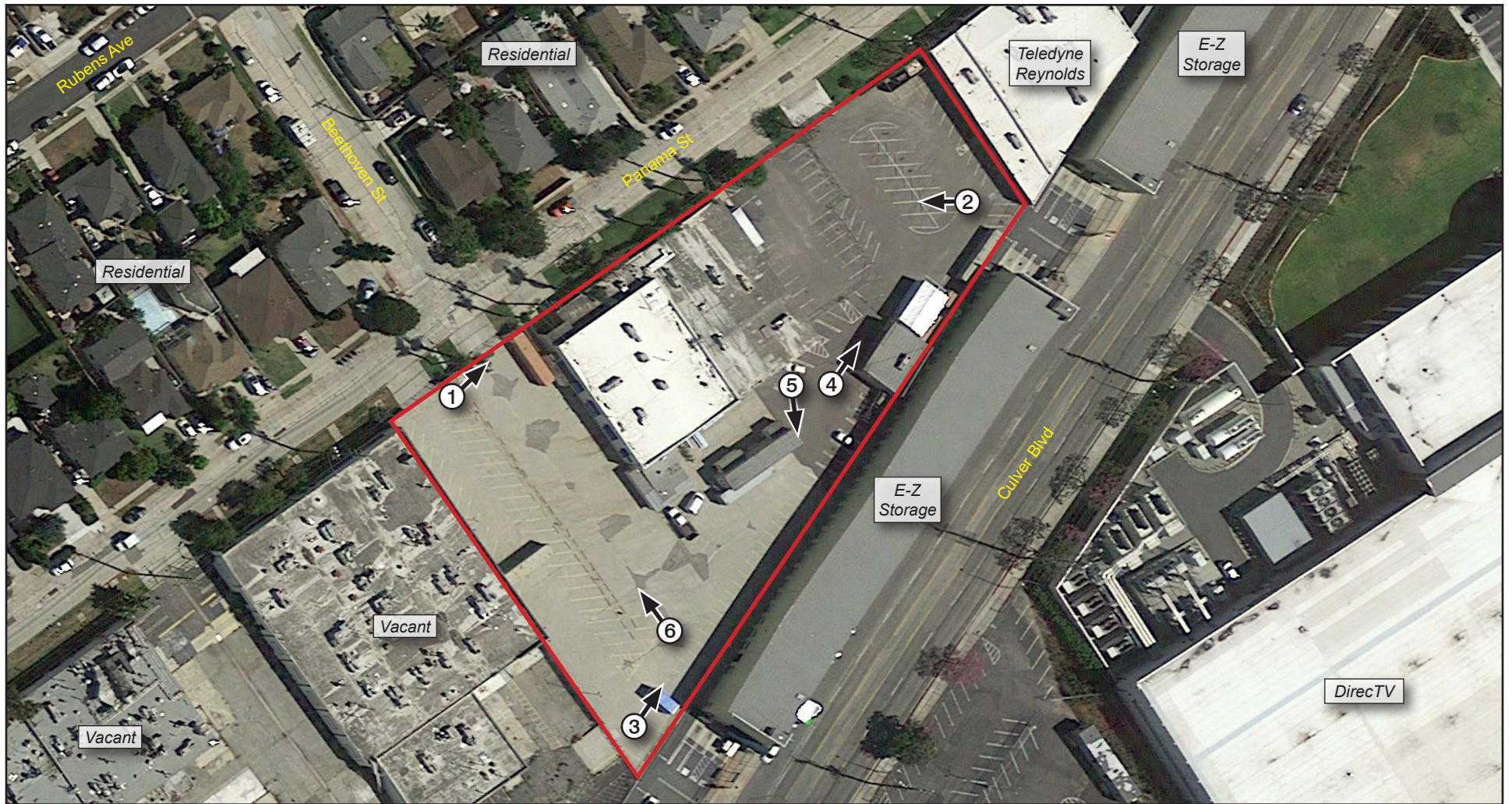
-  Proposed OCS K-8
-  California Coastal Zone
-  Coastal Transportation Corridor Specific Plan Area
-  Airport Corridor Boundary

0 1
 Scale (Mile)

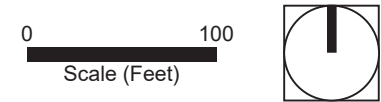


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Figure 6 - Photo Location Key



— Project Boundary ① Photograph Location and Direction



Base Map Source: Google Earth Pro, 2016

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Figure 7a - Site Photographs



Photo 1. View looking northeast toward entry gate and storage container.



Photo 2. View looking west across north parking lot toward Panama Street.

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Figure 7b - Site Photographs



Photo 3. View looking north along back of property. Offsite EZ Storage building is to the right.



Photo 4. View looking north across middle of property.

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Figure 7c - Site Photographs



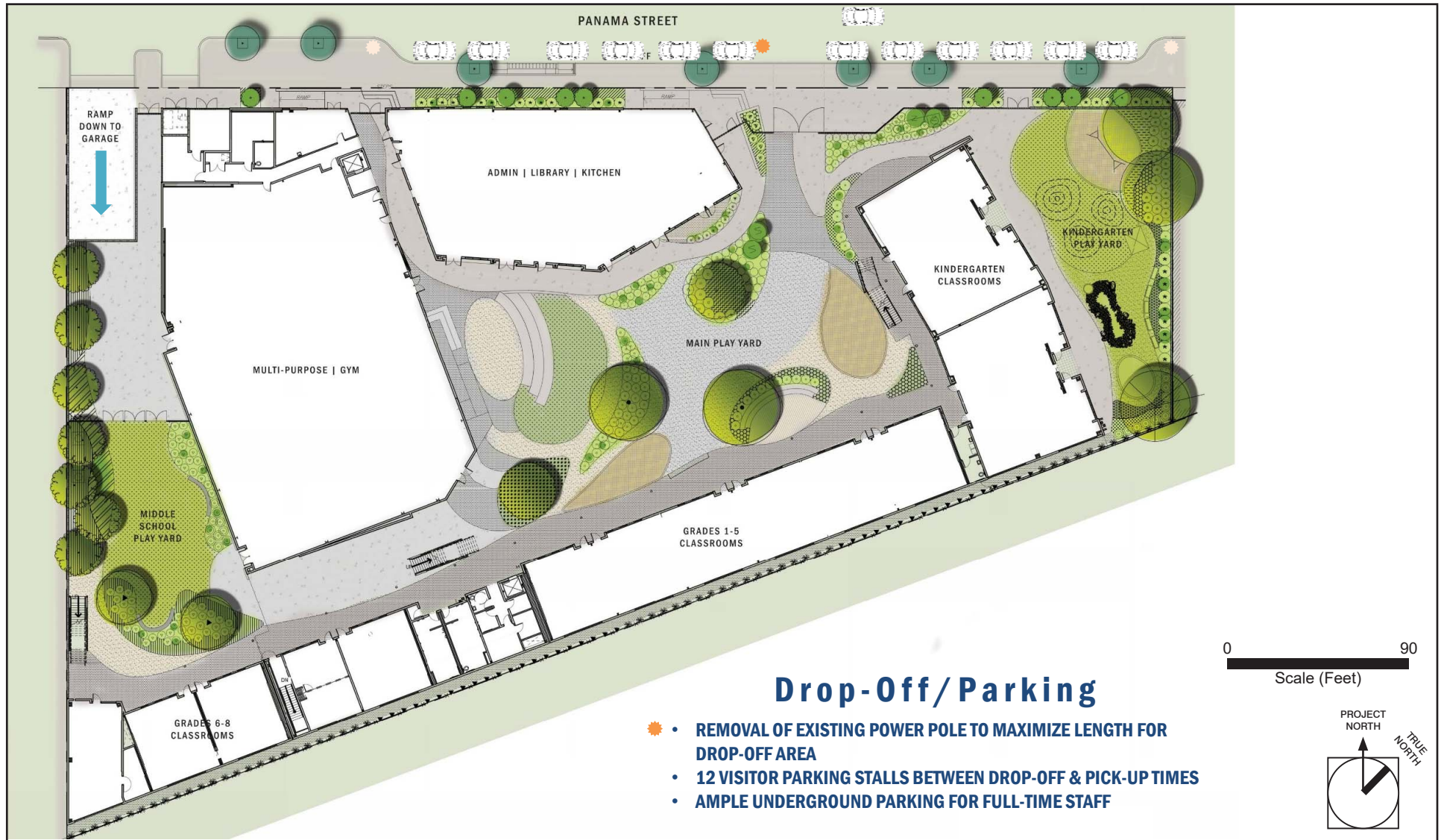
Photo 5. View looking south toward accessory building and back of property.



Photo 6. View looking west across south parking lot toward Panama Street.

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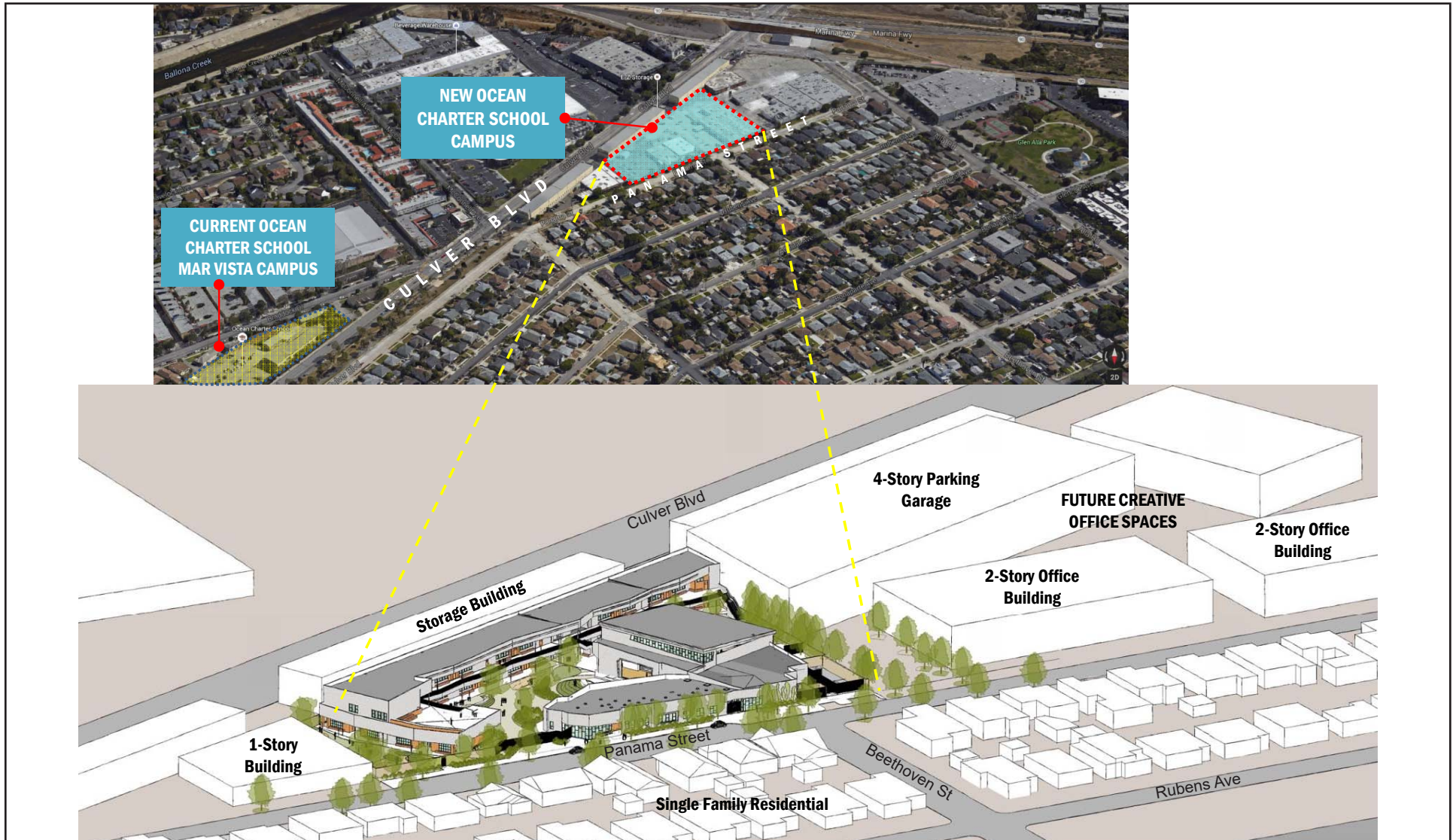
Figure 8a - Conceptual Site Plan



Source: gkkworks, 2016

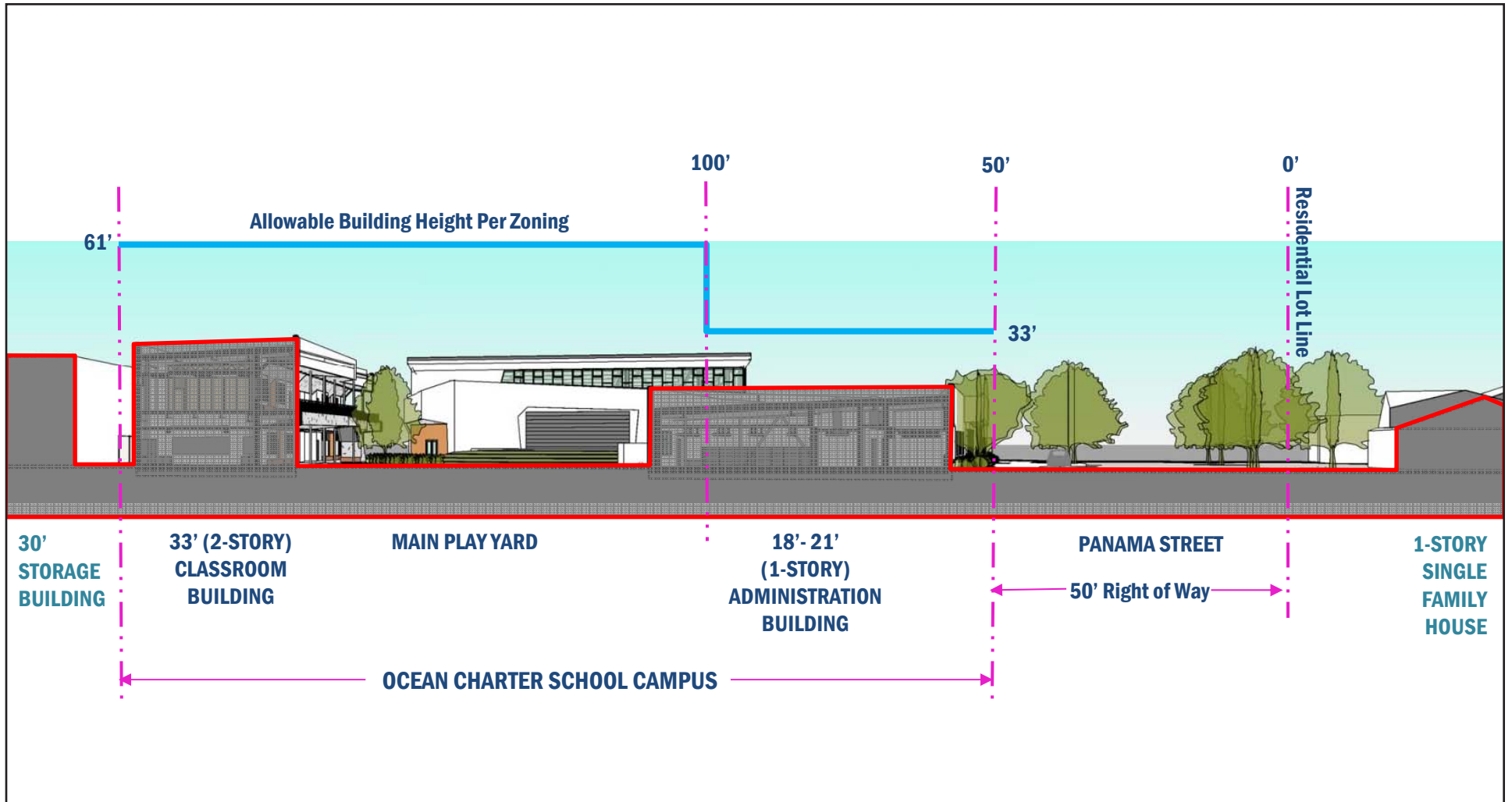
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Figure 8b - Project Context



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Figure 8c - Project Scale



0 25
Scale (Feet)

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Figure 8d - Street View



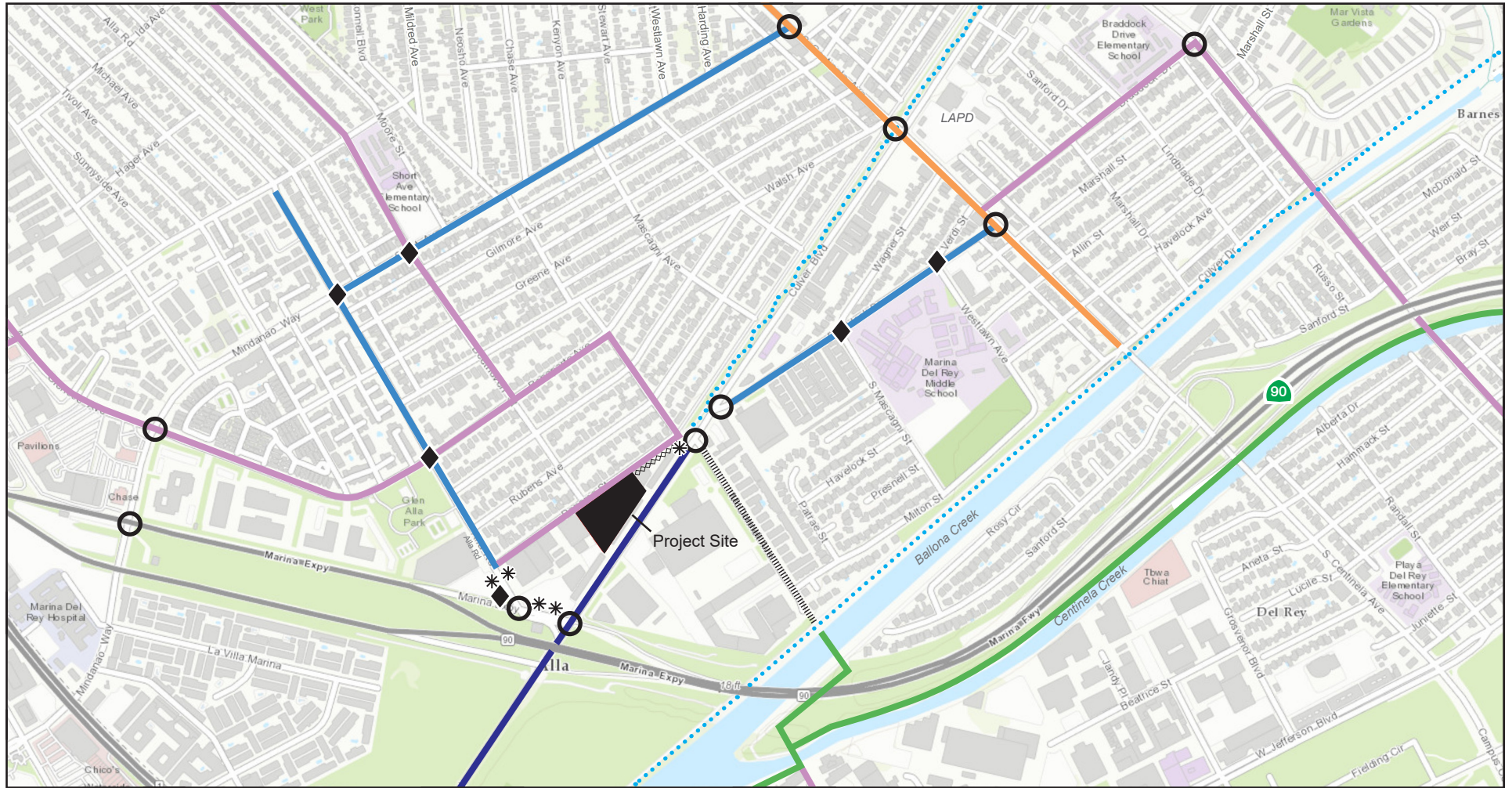
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Figure 8e - Street View

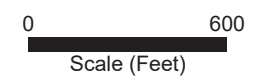


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Figure 9 - Pedestrian and Bicycle Routes



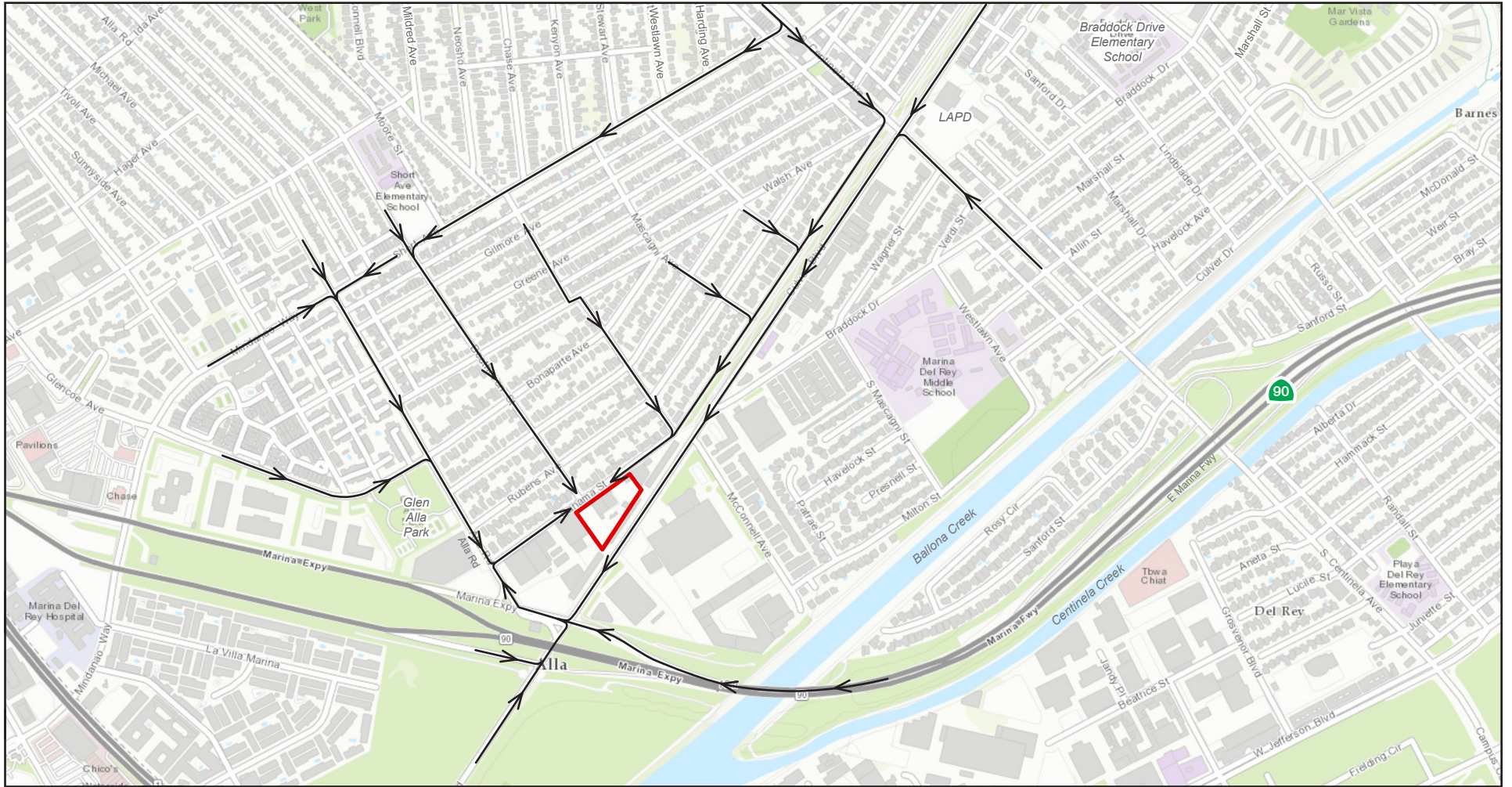
- | | | | | | |
|--|------------------------------------|--|--|--|--------------------------------|
| | Existing On-Street Bike Lanes | | Stop-Controlled Intersection with Crosswalks | | Planned Pedestrian/Streetscape |
| | Existing Off-Street Multi-Use Path | | Signalized Intersection with Crosswalks | | Planned Bike Friendly Street |
| | Existing Bike Friendly Street | | Obstructed/Unsafe | | Planned Multi-Use Path |
| | Unpaved Walking Path | | | | Planned On-Street Bike Lanes |



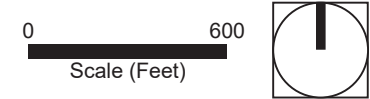
Base Map Source: ESRI, 2016; Source for Planned Facilities: Westside Mobility Plan

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Figure 10 - Anticipated Vehicle Path of Travel - Inbound



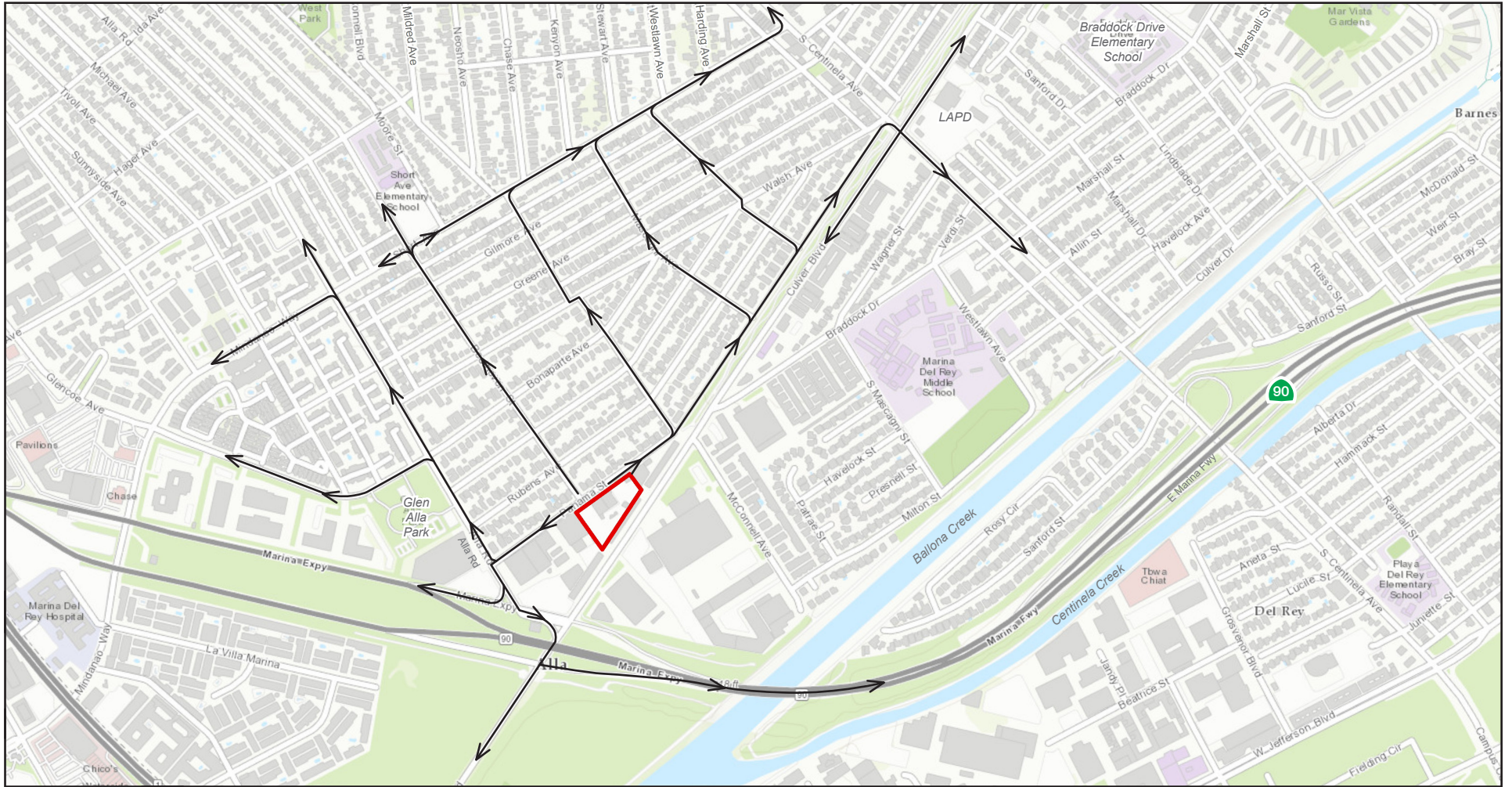
- Project Boundary
- ➔ Anticipated Path of Travel for Inbound Vehicles



Base Map Source: ESRI, 2016

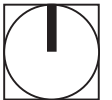
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Figure 11 - Anticipated Vehicle Path of Travel - Outbound



— Project Boundary

← Anticipated Path of Travel for Outbound Vehicles



Base Map Source: ESRI, 2016

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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.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Hydrology & Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use & Planning | <input type="checkbox"/> Transportation & Traffic |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Utilities & Service Systems |
| <input type="checkbox"/> Geology & Soils | <input type="checkbox"/> Pedestrian Safety | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population & Housing | |
-
-

DETERMINATION

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 on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

I find the proposed project MAY have a "potentially significant impact" 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 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.



SIGNATURE

Robert Laughton

PRINTED NAME

11/9/16

DATE

Director, OEHHS

TITLE

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 incorporated, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Less Than Significant with Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "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 "Earlier Analysis," as described in (5) below may be cross referenced).
- 5) Earlier analysis must 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 (CEQA Guidelines section 15063 [c)][3][D]). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis 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 that 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 sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) 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 significance.

See Appendix D for Special CEQA Requirements Under State School Facility Program. This additional analysis is found under ENVIRONMENTAL IMPACTS, Sections III. AIR QUALITY and VIII. HAZARDS AND HAZARDOUS MATERIALS.

ENVIRONMENTAL IMPACTS

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

2014 CHPS Prerequisite Criteria	
SS 12.0	Comply with CALGreen Section 5.106.8 ³⁰ <i>CALGreen Section 5.106.8: Light pollution reduction. Design interior and exterior lighting such that zero direct-beam illumination leaves the building site.</i>
LAUSD Standard Conditions of Approval	
SC-AE-2	Comply with School Design Guide (January 2014). This document outlines measures to reduce aesthetic impacts around schools, such as shrubs and ground treatments that deter taggers, vandal-resistant and graffiti-resistant materials, painting, etc.
SC-AE-3	LAUSD shall assess a proposed project's consistency with the general character of the surrounding neighborhood, including any proposed changes to the density, height, bulk, and setback of new building (including stadium), addition, or renovation. Where feasible, LAUSD shall make appropriate design changes to reduce or eliminate viewshed obstruction and degradation of neighborhood character. Such design changes could include, but are not limited to, changes to campus layout, height of buildings, landscaping, and/or the architectural style of buildings.
SC-AE-6	Comply with School Design Guide (January 2014). This document outlines requirements for lighting and measures to minimize glare for pedestrians, drivers and sports teams, and to avoid light spilling onto adjacent properties. <i>Book Three Technical Criteria, Section 3.8.</i> <i>B.3(c)(1) Campus and parking areas and building perimeters must be lighted to provide for the safety of people and the security of property. Provide adequate light, properly distributed to reveal such hazards as curbs and steps, and to illuminate dark and potentially dangerous areas. Solid state lighting is the preferred light source.</i> <i>B.3(c)(4) Lighting fixtures must be installed in such a manner as to minimize glare for pedestrians and drivers, and to avoid light spilling onto adjacent properties.</i>
SC-AE-8	Design site lighting and select lighting styles and technologies to have minimal impact off-site and minimal contribution to sky glow. Minimize outdoor lighting of architectural and landscape features and design interior lighting to minimize trespass outside from the interior. International Dark-Sky Association (IDA) and the Illuminating Engineering Society (IES) Model Lighting Ordinance (MLO) shall be used as a guide for environmentally responsible outdoor lighting. The MLO outdoor lighting has outdoor lighting standards that reduce glare, light trespass, and skyglow. The Joint IDA-IESNA Model Outdoor Lighting Ordinance (MLO) uses lighting zones (LZO 4) which allow the District to vary the stringency of lighting restrictions according to the sensitivity of the area as well as consideration for the community. The MLO also incorporates the Backlight-Uplight-Glare (BUG) rating system for luminaires, which provides more effective control of unwanted light. IDA IESNA Model establishes standards to: <ul style="list-style-type: none"> • Limit the amount of light that can be used • Minimize glare by controlling the amount of light that tends to create glare • Minimize sky glow by controlling the amount of uplight • Minimize the amount of off-site impacts or light trespass

Notes: Text in *italics* shows specific requirements identified in the criteria or condition.

³⁰ CALGreen. <http://www.documents.dgs.ca.gov/bsc/CALGreen/Master-CALGreen-Non-Res-Guide2010-sec-ed-final-3-1-11.pdf>.

a. Have a substantial adverse effect on a scenic vista?

No Impact. Vistas provide visual access or panoramic views to a large geographic area. The field of view from a vista location can be wide and extend into the distance.³¹ Panoramic views are usually associated with vantage points looking out over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views might include an urban skyline, valley, mountain range, the ocean, or other water bodies.³² The project site and surrounding area are flat and developed with urban land uses. The project site has a one-story industrial building, storage buildings, and surface parking. Other than a strip along the north side of the site that is landscaped with several trees, shrubs, and turf, there are no other plants or landscaping. Although the surrounding streets may have views of the Santa Monica Mountains to the north, these views are not protected or designated as scenic. Additionally, project development would not obscure these views. Therefore, no impact to scenic vistas would occur.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The nearest designated state scenic highway to the site is State Route 2 (SR-2)(Angeles Crest Highway) about 20 miles to the northeast.³³ The proposed structures associated with the project would not be visible from any designated scenic highway. Project development would not result in impacts to scenic resources within a designated state scenic highway. No impact would occur.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant. The project site is in an urbanized area and consists of a one-story building, storage buildings, and paved parking lot. The surrounding area is characterized by a mix of office, industrial, manufacturing, commercial, and residential uses.

The proposed project would redevelop the site with one- and two-story school buildings, landscaped areas including play areas, and underground parking garage. For compatibility with the neighboring residential development, the school building adjacent to Panama Street would be one story; the two-story building would be farthest from the residential at the back of the site, adjacent to the two-story E-Z Self Storage building. Although the site would change the character of the site from industrial to school, new landscaping and compatible buildings would not degrade the visual character of the site. As demonstrated in Figure 8c, the new building heights and elevations would be consistent with the surrounding building elevations. Additionally, and as outlined in SC-AE-2 and SC-AE-3, the buildings will be designed to reduce or eliminate viewshed obstruction and degradation of neighborhood character. Therefore, impacts to the visual character and quality of the project site and surrounding uses would be less than significant.

d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less than Significant. The two major causes of light pollution are glare and spill light. Spill light is caused by misdirected light that illuminates areas outside the area intended to be lit. Glare occurs when a bright object is against a dark background, such as oncoming vehicle headlights or an unshielded light bulb.

The project site is in an urban setting and is fully developed. The current uses generate nighttime light from security and parking lot lights and exterior building lights. Surrounding land uses also generate significant light from street lights, vehicle lights, parking lot lights, and exterior building security lights.

The new campus would have nighttime lights for the safety of people and the security of property. The proposed project would not include any high-intensity lighting such as those used for athletic fields or nighttime sports activity; security and path lights would be directional and would not spill light to nearby residential properties to the north. The parking lot is subterranean so its lights would be concealed. All other property boundaries are directly adjacent to industrial/commercial

³¹ City of Los Angeles, LA CEQA Thresholds Guide, Chapter A, 2006.
<http://www.environmentla.org/programs/Thresholds/Complete%20Threshold%20Guide%202006.pdf>

³² City of Los Angeles, LA CEQA Thresholds Guide, Chapter A, 2006.
<http://www.environmentla.org/programs/Thresholds/Complete%20Threshold%20Guide%202006.pdf>

³³ California Department of Transportation (Caltrans). 2011, September 7. California Scenic Highway Mapping System.
http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

buildings. Additionally, the exterior of the new buildings would be constructed of nonreflective building materials so vehicle headlights would not reflect glare for drivers on Beethoven Street. Consistent with SS 12.0, SC-AE-6 and SC-AE-8, lighting for the proposed project would be designed in a manner to ensure that glare impacts are less than significant. The project would not introduce lights at substantially greater intensities than existing lights on and near the site, and the project would have no impact on nighttime views. Light and glare impacts would be less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

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?

No Impact. The proposed project would not convert farmland to non-agricultural uses. There is no agricultural or farm use on or in the vicinity of the project site; therefore, no project-related farmland conversion impact would occur. The project site is developed with industrial uses and is not mapped as important farmland on the California Important Farmland Finder.^{34,35} No impact would occur.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The proposed project would not conflict with agricultural zoning or a Williamson Act contract. The existing zoning designations for the site are M1-1 Limited Industrial and M2-1 Light Industrial. The site is not zoned for agricultural use, and project development would not conflict with such zoning. The project site consists of industrial use, and there is no Williamson Act contract in effect onsite. No impact would occur.

³⁴ Division of Land Resource Protection (DLRP). 2016, January 27. California Important Farmland Finder. <http://maps.conservation.ca.gov/ciff/ciff.html>.

³⁵ Most of urbanized Los Angeles County, including the project site, is not mapped on the California Important Farmland Finder.

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))?

No Impact. Project development would not conflict with existing zoning for forest land, timberland, or timberland production. Forest land is defined as “land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.”³⁶ Timberland is defined as “land...which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees.”³⁷ The project site is zoned for industrial uses and is not zoned for forest land or timberland use.³⁸ No impact would occur.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Construction of the proposed project would not result in the loss or conversion of forest land. No vegetation onsite is cultivated for forest resources. Vegetation is limited to ornamental trees, shrubs, and turf. No forest land would be affected by the proposed project, and no impacts would occur.

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 or conversion of forest land to non-forest use?

No Impact. There is no mapped important farmland or forest land on or near the project site, and project development would not indirectly cause conversion of such land to non-agricultural or non-forest use. No impact would occur.

³⁶ California Public Resources Code Section 12220[g].

³⁷ California Public Resources Code Section 4526.

³⁸ City of Los Angeles. 2016. ZIMAS [Zone Info and Map Access System]. <http://zimas.lacity.org/>.

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. 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 standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Is the boundary of the proposed school site within 500 feet of the edge of the closest traffic lane of a freeway or busy traffic corridor? If yes, would the project create an air quality health risk due to the placement of the School? [PRC § 21151.8 (a)(1)(D)]	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Would the project create an air quality hazard due to the placement of a school within one-quarter mile of: (a) permitted and non-permitted facilities identified by the jurisdictional air quality control board or air pollution control district; (b) freeways and other busy traffic corridors; (c) large agricultural operations; and/or (d) a rail yard, which might reasonably be anticipated to emit hazardous air emissions, or handle hazardous or acutely hazardous material, substances, or waste? [PRC § 21151.8 (a)(2)]	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

2014 CHPS Prerequisite Criteria	
EQ 7.0 – Low Emitting Materials	Requirement Summary: Paints & Coatings. This prerequisite addresses all paints and coatings that are applied onsite in the project’s interior. The affected products include, but are not limited to, sealers, stains, clear wood finishes, floor sealers and coatings, waterproofing sealers, primers, flat paints and coatings, non-flat paints and coatings, rust preventative coatings, aerosol paints and coatings, flooring systems, composite wood, adhesives, sealants and caulks.
EE 4.0 – Outdoor Air Quality	Comply with CALGreen, Section 5.508.1, Outdoor Air Quality, requiring HVAC, refrigeration and fire suppression that do not contain CFCs or Halons.
SS 1.0 – Site Selection	New Public Schools Receiving State Capital Funds. Comply with all siting and environmental impact study requirements of the California Department of Education School Facilities and Transportation Services Division as defined in Title 5, Division 1, Chapter 13 of the California Code of Regulations and Education Code & Public Resources Code (including contacting AQMD to identify hazardous air emissions and preparation of risk assessment).
OM 9.0 – Anti-Idling Measures	In accordance with 13CCR 2480 any driver of a school bus, school pupil activity bus, youth bus, general public paratransit vehicle, transit bus or of a commercial motor vehicle: 1) Must turn off the bus or vehicle engine upon stopping at a school or within 100 feet of a school, and must not turn the bus or vehicle engine on more than 30 seconds before beginning to depart from a school or from within 100 feet of a school; and 2) Must not cause or allow a bus or vehicle to idle at any location greater than 100 feet from a school for more than five consecutive minutes or a period or periods aggregating more than five minutes in any one hour.
LAUSD Standard Conditions of Approval	
SC-AQ-1	Compliance with OEHS CEQA Specification Manual, Appendix J, Air Toxics Health Risk Assessment (HRA). This document includes guidance on HRA protocols for permitted, non-permitted, and mobile sources that might reasonably be anticipated to emit hazardous air emissions and result in potential long-term and short-term health impacts

	to student and staff at the school site.
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.
SC-AQ-3	<p>LAUSD's construction contractor shall:</p> <ul style="list-style-type: none"> • 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.
SC-AQ-4	<p>LAUSD shall prepare an air quality assessment.</p> <p>If site-specific review of a school construction project identifies potentially significant adverse regional and localized construction air quality impacts, then LAUSD shall implement all feasible measures to reduce air emissions below the South Coast Air Quality Management District's (SCAQMD) regional and localized significance thresholds.</p> <p>LAUSD shall mandate that construction bid contracts include the measures identified in the air quality assessment. Measures shall reduce construction emissions during high-emission construction phases from vehicles and other fuel driven construction engines, activities that generate fugitive dust, and surface coating operations. Specific air emission reduction measures include, but are not limited to, the following:</p> <p><u>Exhaust Emissions</u></p> <ul style="list-style-type: none"> • Schedule construction activities that affect traffic flow to off-peak hours (e.g. between 10:00 AM and 3:00 PM). • Consolidate truck deliveries and/or limit the number of haul trips per day. • Route construction trucks off congested streets. • Employ high pressure fuel injection systems or engine timing retardation. • Utilize ultra-low sulfur diesel fuel, containing 15 ppm sulfur or less (ULSD) in all diesel construction equipment. • 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. • Restrict non-essential diesel engine idle time, to not more than five 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. <p><u>Fugitive Dust</u></p> <ul style="list-style-type: none"> • 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.

	<ul style="list-style-type: none"> • 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. <p><u>General Construction</u></p> <ul style="list-style-type: none"> • 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.
SC-AQ-5	LAUSD shall encourage ride-sharing programs for students and teachers as well as maintain fleet vehicles such as school buses, maintenance vehicles, and other service fleet vehicles in good condition in order to prevent significant increases in air pollutant emissions created by operation of a new school.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O₃), carbon monoxide (CO), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), is designated nonattainment for O₃, and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS.³⁹

Air quality regulatory setting, meteorological conditions, existing ambient air quality in the project vicinity, and air quality modeling is included as Appendix E to this Initial Study.

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The most recently adopted comprehensive plan for the SoCAB is the 2012 Air Quality Management Plan (AQMP), adopted on December 7, 2012. Regional growth projections are used by SCAQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations in city and county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections.

The proposed project involves construction and operation of a charter school for the OCS’s student population that is currently split between two campuses. Students would transfer to the new school; there would not be a significant increase in enrollment (approximately 60 students or 12 percent). The proposed school is not a project of statewide, regional, or area-wide significance that would require intergovernmental review under Section 15206 of the CEQA Guidelines; therefore, the proposed project would not have the potential to substantially affect SCAG’s demographic projections.

Additionally, the regional emissions generated by construction and operation of the school would be less than the SCAQMD emissions thresholds (Appendix E, Air Quality and Greenhouse Gas Background and Modeling Data). SCAQMD would not consider this project a substantial source of air pollutant emissions that could affect the attainment designations in the SoCAB. Thus, the proposed project would not affect the regional emissions inventory and would not conflict with strategies in the AQMP. Impacts would be less than significant.

³⁹ California Air Resources Board (CARB). 2014, August 22. Area Designations Maps/State and National. <http://www.arb.ca.gov/desig/adm/adm.htm>.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact.

Short-Term Air Quality

Construction activities would result in the generation of air pollutants. These emissions would primarily be: 1) exhaust emissions from off-road diesel-powered construction equipment; 2) dust generated by demolition, grading, earth-moving, and other construction activities; 3) exhaust emissions from on-road vehicles and 4) off-gas emissions of volatile organic compounds (VOCs) from application of asphalt, paints, and coatings.

Construction activities would occur on the approximately 2.1-acre project site. Construction activities would involve demolition; soil excavation; site grading; construction of the new school facility; and paving. Construction activities would start in the 2018 and would take approximately 16 months. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2013.2.2, based on the project’s preliminary construction schedule, phasing, and equipment list provided by OCS. The construction schedule and equipment mix were based on preliminary designs and are subject to changes during final design and as dictated by field conditions. Results of the construction emission modeling are shown in Table 3. As shown, air pollutant emissions from construction-related activities would be less than SCAQMD regional thresholds, and therefore, less than significant.

Table 3 Maximum Daily Regional Construction Emissions

Source	Criteria Air Pollutants (lbs/day) ^{1,2,3}					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2018 Demolition	2	13	13	<1	1	1
2018 Demolition + Asphalt/Concrete Demo Debris Haul	2	21	18	<1	3	1
2018 Demolition + Asphalt/Concrete Demo Debris Haul + Building Demo Debris Haul	3	29	24	<1	4	2
2018 Grading + Grading Soil Haul	4	49	37	<1	4	2
2018 Building Construction	3	30	25	<1	2	2
2018 Building Construction + Building Interiors	8	33	28	<1	2	2
2018 Building Interiors	5	3	3	<1	<1	<1
2019 Building Interiors	5	2	3	<1	<1	<1
2019 Building Interiors + Asphalt Paving & Off-Site Street Work	6	14	15	<1	1	1
2019 Asphalt Paving & Off-Site Street Work	1	11	12	<1	1	1
Maximum Daily Emissions	8	49	37	<1	4	2
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceeds Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod, version 2013.2.2.

Notes: Totals may not equal 100 percent due to rounding.

¹ The construction schedule is based on the preliminary information provided by OCS. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403 and consistent with LAUSD Standard Conditions of Approval SC-AQ-3 and SC-AQ-4, including reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

³ The proposed school would incorporate LAUSD Standard Conditions of Approval SC-AQ-2 and SC-AQ-4, which requires ensuring that construction equipment is properly tuned and maintained, using construction equipment that meets the United States Environmental Protection Agency-Certified Tier 3 or Tier 4 off-road emissions standards for engines between 50 and 750 horsepower, and watering the disturbed areas of the active construction site at least three times per day. These requirements would further reduce the criteria air pollutant emissions during construction.

Long-Term Air Quality

Long-term air pollutant emissions would be generated by area sources (e.g., landscaping equipment fuel use, aerosols, and architectural coatings), mobile sources from vehicle trips, and energy use (natural gas) associated with the new buildings.

As outlined in CHPS EE 4.0, the proposed project would use HVAC, refrigeration, and fire suppression that do not contain CFCs or Halons. The primary source of long-term criteria air pollutant emissions is mobile sources. To reduce emissions from mobile sources, the school would implement anti-idling measures in accordance with CHPS OM 9.0 and encourage ride-sharing programs as outlined in LAUSD Standard Conditions of Approval SC-AQ-5. For the purpose of this analysis, it has been conservatively assumed that the proposed project would generate an increase in vehicle miles traveled (VMT) due to an overall increase in capacity at the new school (532) compared to the existing schools (471).⁴⁰ The proposed project would generate a total of 1,320 average daily trips (ADT) during a weekday.⁴¹

Criteria air pollutant emissions for the proposed project were modeled using CalEEMod. Table 4 identifies criteria air pollutant emissions from operation of the new charter school. As shown, project-related air pollutant emissions would not exceed the SCAQMD’s regional emissions thresholds for operational activities. Long-term operation-related impacts to air quality would be less than significant.

Table 4 Maximum Daily Regional Operational Phase Emissions

Source	Criteria Air Pollutants (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile Sources	4	4	40	<1	10	3
Total Emissions	5	4	40	<1	10	3
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2013.2.2. Highest winter or summer emissions are reported. Totals may not add to 100 percent due to rounding.

c. 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 standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. The SoCAB is designated nonattainment for O₃ and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead under the National AAQS.⁴² According to SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add significantly to a cumulative impact.⁴³ As demonstrated in Appendix E and Table 3, construction and operational activities would not result in emissions in excess of SCAQMD’s significant thresholds. Therefore, the project would not result in a cumulatively considerable net increase in criteria pollutants and impacts would be less than significant.

d. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The proposed project could expose sensitive receptors to elevated pollutant concentrations if it causes or contributes significantly to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction Localized Significance Thresholds

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS that have been established to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. Construction LSTs are

⁴⁰ Without the proposed project students would be attending a school in the local area, and adding traffic to the roadways.

⁴¹ Garland Associates. 2016 April. Traffic Impact Analysis for Ocean Charter School. 12870 Panama Street – Los Angeles (Del Rey).

⁴² California Air Resources Board (CARB). 2014a, August 22. Area Designations Maps/State and National. <http://www.arb.ca.gov/degis/adm/adm.htm>.

⁴³ South Coast Air Quality Management District (SCAQMD). 1993. California Environmental Quality Act Air Quality Handbook.

based on the size of the project site, distance to the nearest sensitive receptor, and Source Receptor Area. Receptors proximate to the proposed project site are the residences to the north and east, which are located approximately 82 feet from the project site.

Air pollutant emissions generated by construction activities are anticipated to cause temporary increases in air pollutant concentrations. Table 5 shows the proposed project’s maximum daily construction emissions (pounds per day) generated during construction activities compared with the SCAQMD’s LSTs. As shown, the maximum daily NO_x, CO, PM₁₀, and PM_{2.5} construction emissions generated from onsite construction-related activities would be less than SCAQMD LSTs. Therefore, project-related construction activities would not have the potential to expose sensitive receptors to substantial pollutants. The impact would be less than significant.

Table 5 Localized Construction Emissions

Source	Pollutants(lbs/day) ^{1,2}			
	NO _x	CO	PM ₁₀	PM _{2.5}
2018 Demolition	13	12	0.86	0.82
2018 Demolition + Asphalt/Concrete Demo Debris Haul	13	12	1.90	0.98
2018 Demolition + Asphalt/Concrete Demo Debris Haul + Building Demo Debris Haul	13	12	2.99	1.14
2018 Grading + Grading Soil Haul	20	17	1.38	1.25
2018 Building Construction	26	18	1.55	1.45
2018 Building Construction + Building Interiors	29	20	1.75	1.65
2018 Building Interiors	3	2	0.20	0.20
2019 Building Interiors	2	2	0.17	0.17
2019 Building Interiors + Asphalt Paving & Off-Site Street Work	12	12	0.78	0.73
2019 Asphalt Paving & Off-Site Street Work	10	9	0.61	0.56
SCAQMD ≤1.00-acre LST ³	91	664	5.00	3.00
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2013.2.2., and SCAQMD 2008 & 2011.

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. LSTs are based on receptors within 82 feet (25 meters) of the proposed project site in Source Receptor Area (SRA) 3.

¹ The construction schedule is based on the preliminary information provided by OCS. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

³ The LST Methodology uses lookup tables based on site acreage to determine the significance of emissions for CEQA purposes. The ≤1.00 acre disturbed is the maximum daily disturbed acreage determined using the equipment mix for the different construction activities for this project.

Construction Emission Health Risk

Emissions from construction equipment primarily consist of diesel particulate matter (DPM). In March 2015 the Office of Environmental Health Hazards Assessment (OEHHA) adopted new guidance for the preparation of health risk assessments. OEHHA developed a cancer risk factor and non-cancer chronic reference exposure level for DPM, but these factors are based on continuous exposure over a 30-year time frame. No short-term acute exposure levels have been developed for DPM. The proposed project would be constructed in approximately 16 months, which would limit the exposure to receptors (see Appendix F, Health Risk Assessment). Construction activities would not exceed LST significance thresholds. Construction emissions would not pose a threat to receptors at or near the project site, and project-related construction health impacts would be less than significant.

Operation Localized Significance Thresholds

Operation of the proposed project would not generate substantial quantities of emissions from onsite, stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from SCAQMD include industrial land uses, such as chemical processing and warehousing operations where substantial truck

idling could occur onsite. The proposed project does not fall within this use. While operation of the proposed project would result in the use of standard mechanical equipment such as heating, ventilation, and air conditioning units in addition to occasional use of landscaping equipment, air pollutant emissions generated from these activities would be nominal (see Table 5). Therefore, localized air quality impacts related to stationary-source emissions would be less than significant.

Carbon Monoxide Hotspots

The SoCAB has been designated “attainment” for CO under both the national and California AAQS. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO “hotspot” impact.⁴⁴ The proposed project would result in approximately 1,320 ADT during a weekday and 479 trips during the morning peak hour. Since the proposed project’s trip generation is significantly less than the vehicle per hour volumes listed in the screening criteria above, the proposed project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project site. Localized air quality impacts related to mobile-source emissions would be less than significant.

e. Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The proposed project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Operation of the proposed school would not include these or comparable uses and as such would not create an odor nuisance. Construction of the proposed project would include emissions from diesel construction equipment and volatile organic compounds from architectural coatings and paving activities which may generate odors. However, these odors would be low in concentration, temporary, and are not expected to affect a substantial number of people. Therefore, odor impacts would be less than significant.

Additional CEQA Analysis as required under California Public Resource Code Section 21151.8 (see Appendix D of this Initial Study)

f. Is the boundary of the proposed school site within 500 feet of the edge of the closest traffic lane of a freeway or busy traffic corridor? If yes, would the project create an air quality health risk due to the placement of the School? [PRC § 21151.8 (a)(1)(D)]

Less than Significant Impact. A busy traffic corridor is defined as having 50,000 or more ADT in a rural area or 100,000 or more ADT in an urban area.⁴⁵ Table 6 shows the ADT for the surrounding roadways. The boundary of the proposed school site is about 700 feet from the edge of the closest traffic lane of Marina Expressway which has an ADT of 28,000. The highest ADT of the roadways surrounding the project site is 33,000 at Centinela Avenue which is located .5 mile from the project site; therefore, the project site is not located within 500 feet of a freeway or busy traffic corridor. Additionally, the westbound Marina Expressway from Culver Boulevard to Alla Road has an ADT of only 28,000 and does not meet the definition of a busy traffic corridor. The site is not within 500 feet of any busy traffic corridors or freeways. Impacts would be less than significant.

⁴⁴ Bay Area Air Quality Management District (BAAQMD). 2011, Revised. California Environmental Quality Act Air Quality Guidelines. BAAQMD has specific screening criteria for determining CO impacts and SCAQMD does not.

⁴⁵ Education Code, Section 17213(d)(9).

Table 6 Average Daily Vehicle Trips

Street Name	Segment	Lanes	Speed (mph)	Existing ADT
Maxella Ave.	Lincoln Blvd. to Glencoe Ave.	4D	30	7,000
Glencoe Ave.	Maxella Ave. to Mindanao Way	4D	30	7,000
Glencoe Ave.	Mindanao Way to Alla Rd.	4D	30	7,000
Mindanao Way	Glencoe Ave. to Alla Rd.	4D	30	10,000
Short Ave.	Alla Rd. to Beethoven St.	4D	30	10,000
Short Ave.	Beethoven St. to Centinela Ave.	2U	30	11,000
Alla Rd.	Short Ave. to Glencoe Ave.	3D	35	7,000
Alla Rd.	Glencoe Ave. to Panama St.	3D	35	13,000
Alla Rd.	Panama St. to Marina Expwy	3D	35	14,000
Beethoven St.	Short Ave. to Panama St.	2U	25	1,000
Panama St.	Alla Rd. to Beethoven St.	2U	25	1,500
Panama St.	Beethoven St. to McConnell Ave.	2U	25	1,000
Little Culver Blvd.	McConnell Ave. to Centinela Ave.	2U	25	1,000
Centinela Ave.	Short Ave. to Little Culver Blvd.	4D	35	33,000
Centinela Ave.	Little Culver Blvd. to Culver Blvd.	4D	35	33,000
Culver Blvd.	Marina Expressway to Centinela Ave.	4U	40	18,000
Marina Expressway, WB	Culver Blvd. to Alla Rd.	2U	40	28,000

4D = 4 lane divided roadway with 2 lanes in each direction.

4U = 4 lane undivided roadway with 2 lanes in each direction.

3U = 3 lane undivided roadway with 2 lanes in one direction and 1 lane in the other.

2U = 2 lane undivided roadway with 1 lane in each direction.

- g. Would the project create an air quality hazard due to the placement of a school within one-quarter mile of: (a) permitted and non-permitted facilities identified by the jurisdictional air quality control board or air pollution control district; (b) freeways and other busy traffic corridors; (c) large agricultural operations; and/or (d) a rail yard, which might reasonably be anticipated to emit hazardous air emissions, or handle hazardous or acutely hazardous material, substances, or waste? [PRC § 21151.8 (a)(2)]**

Less Than Significant Impact. The project involves siting a new school within a quarter-mile of the Marina Expressway and several SCAQMD permitted facilities (see Appendix F, HRA for list of SCAQMD permitted facilities).⁴⁶ Additionally, the site is in zone ZI-2427 Freeway Adjacent Advisory Notice for Sensitive Uses.⁴⁷ The site is approximately 700 feet north of Marina Expressway; therefore, a ‘Freeway Adjacent Advisory Notice’ will be distributed by the City to Ocean Charter Schools.

A proposed project would expose sensitive receptors to elevated pollutant concentrations if it would place the school in an area with pollutant concentrations above ambient concentration in the SoCAB. Recent air pollution studies have shown an association between proximity to major air pollution sources and a variety of health effects, which are attributed to a high concentration of air pollutants. The proposed project involves siting a school within a quarter-mile of Marina Expressway and several SCAQMD permitted facilities. Consistent with LAUSD Standard Conditions of Approval SC-AQ-1, a health risk assessment (HRA) was prepared to evaluate carcinogenic and non-carcinogenic health risks and risks from toxic air contaminants (see Appendix F).⁴⁸ Table 7 shows the potential cancer and non-cancer risk for the students and staff at the

⁴⁶ PlaceWorks. 2016 April. Health Risk Assessment

⁴⁷ City of Los Angeles. 2016. ZIMAS [Zone Info and Map Access System]. <http://zimas.lacity.org/>.

⁴⁸ PlaceWorks. April 2016. Health Risk Assessment.

new school, and the thresholds established by OEHHA and SCAQMD. The anticipated cancer risks and the chronic and acute hazard levels are lower than the SCAQMD threshold for these risks. Therefore, hazardous air emissions generated from the mobile and stationary sources within a quarter-mile radius of the site are not anticipated to pose an actual or potential endangerment to students or staff at the new school. Impacts would be less than significant.

Table 7 Health Risk Assessment Results

Source	Cancer Risk (in a million)		Chronic Hazard Index	Acute Hazard Index
	Staff Exposure	Student Exposure		
All Emission Sources	0.03	0.09	0.0003	0.001
SCAQMD Threshold	10	10	1.0	1.0
Exceeds Threshold	No	No	No	No

Source: Lakes AERMOD View, 9.1.0, 2015.

	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 modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

LAUSD Standard Conditions of Approval	
SC-BIO-3	<p>LAUSD shall comply with the following:</p> <ul style="list-style-type: none"> • Project activities (including, but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of avian breeding 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. • 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 feet 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 raptor nests), or as determined by a qualified biologist, shall be postponed until the nest 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 used 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 fed by the parents, have left the nest, and will no longer be impacted by the construction.
- 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.

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 Game or U.S. Fish and Wildlife Service?

No Impact. The project site is an industrial use with nearly 95 percent of the site consisting of buildings, asphalt, and concrete.⁴⁹ Vegetation onsite is limited to ornamental trees, shrubs, and grass in a strip along Panama Street. There is no native habitat and no suitable habitat for sensitive species onsite. No impact would occur.

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 Game or U.S. Fish and Wildlife Service?

No Impact. The site is developed with an industrial use. No riparian habitat or sensitive natural community is present onsite. Ballona Creek is located approximately 0.25 mile southeast, and the Ballona Wetlands Ecological Reserve is roughly 0.3-mile south of the project site. However, the proposed project would be confined to the immediate project site and would not have the potential to impact these riparian and sensitive biological areas. No impact would occur.

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?

No Impact. The project site is developed with industrial use and there are no wetlands onsite. As previously noted, the project site is located approximately 0.25 mile and 0.3 mile respectively from Ballona Creek and the Ballona Wetlands Ecological Reserve. The proposed project would be confined to the immediate project site and would not have the potential to impact these wetland areas. No impact would occur.

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?

Less than Significant Impact. The site is an industrial use. Nearly 95 percent of the site consists of buildings, parking lot, and driveways. Vegetation onsite is limited to a few small ornamental trees, shrubs, and grass in a strip along Panama Street. The project site does not contain any native habitat or wildlife corridors. Because the project would remove 7 large palm trees, 3 hardwood trees, and various other landscaping that could be used for nesting by migratory birds. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Additionally, the California Fish and Game Code, Sections 3503, 3503.5, and 3513, prohibit the take of all birds and their active nests, including raptor and other migratory nongame birds.

OCS would comply with the Federal MBTA and Fish and Game Code, and would implement LAUSD SC-BIO 3 that outlines required actions that would be implemented due to removal of nonnative vegetation. With implementation of these laws, regulations, and conditions, nesting bird impacts would be less than significant.

⁴⁹ City of Los Angeles. 2016. ZIMAS [Zone Info and Map Access System]. <http://zimas.lacity.org/>.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Several species of native California trees are protected by Los Angeles Municipal Code Sections 46.00 et seq.—oak trees other than scrub oak (*Quercus dumosa*); Southern California black walnut (*Juglans californica*); western sycamore (*Platanus racemosa*); and California bay (*Umbellularia californica*). The trees onsite consist of ornamental palm and hardwood trees not protected by the municipal code. There are no biological resources on the project site. No impact would occur.

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?

No Impact. The US Fish and Wildlife Service Habitat Conservation Plans and California Department of Fish and Wildlife California Regional Conservation Plans were reviewed and the project site is not within the plan area of a natural community conservation plan or habitat conservation plan. No impact would occur.^{50,51}

⁵⁰ US Fish and Wildlife Service (USFWS). 2016, January 27. Habitat Conservation Plans.
http://ecos.fws.gov/conserv_plans/servlet/gov.doi.hcp.servlets.PlanReport.

⁵¹ California Department of Fish and Wildlife (CDFW). 2015, August. California Regional Conservation Plans.
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>.

	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 significance of a historical resource as defined in CEQA Guidelines section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

LAUSD Standard Conditions of Approval	
SC-CUL-1	OEHS CEQA Specification Manual, Appendix H, Historical Resources Policy. This document establishes assessment methodology and procedures for the identification and analysis of historical resources, unique archaeological resources, and paleontological resources pursuant to CEQA.
SC-CUL-9	LAUSD shall provide OHP and the Los Angeles Conservancy copies of all negative declarations and environmental impact reports.
SC-CUL-12	LAUSD shall retain a qualified archaeologist to be available on-call. The qualified archaeologist shall meet the Secretary of the Interior's Professional Qualifications Standards (48 Federal Register 44738-39).
SC-CUL-13	The contractor shall halt construction activities in the immediate area and notify the LAUSD. LAUSD shall retain a qualified archeologist to make an immediate evaluation of significance and appropriate treatment of the resource. To complete this assessment, the qualified archeologist will be afforded the necessary time to recover, analyze, and curate the find. The qualified archeologist shall recommend the extent of archeological monitoring necessary to ensure the protection of any other resources that may be in the area. Construction activities may continue on other parts of the building site while evaluation and treatment of historical or unique archaeological resources takes place.
SC-CUL-14	LAUSD shall implement an archaeological monitoring program for construction activities at a site prepared by a qualified archaeologist under the following conditions: (1) when a Phase I Site Investigation shows a strong possibility that unique archeological resources are buried on the site; and/or (2) when unique architectural resources have been identified on a site, but LAUSD does not implement a Phase III Data Recovery/Mitigation Program because the resources can be recovered through the archaeological monitoring program.
SC-CUL-15	Archaeological Resource. All work shall stop within a 30-foot radius of the discovery. Work shall not continue until the discovery has been evaluated by a qualified archaeologist. The qualified archaeologist shall assess the find(s) and, if it is determined to be of value, shall draft a monitoring program and oversee the remainder of the grading program. Should evidence of prehistoric or historic cultural resources be found the archaeologist shall monitor all ground-disturbing activities related to the proposed project. Any significant archaeological resources found shall be preserved as determined necessary by the archaeologist and offered to a local museum or repository willing to accept the resource. Any resulting reports shall also be forwarded to the South Central Coastal Information Center at the California State University, Fullerton.
SC-CUL-16	Cultural resources sensitivity training shall be conducted by a qualified archaeologist for all construction workers involved in moving soil or working near soil disturbance. This training shall review the types of archaeological resources that might be found, along with laws for the protection of resources.
SC-CUL-17	LAUSD shall determine whether it is feasible to prepare and implement a Phase III Data Recovery/Mitigation Program. A Phase III Data Recovery/Mitigation Program would be designed by a Qualified Archaeologist to recover a statistically valid sample of the archaeological remains and to document the site to a level where the impacts can be determined to be less than significant. All documentation shall be prepared in the standard format of the ARMR Guidelines, as prepared by the OHP. Once a Phase III Data Recovery/Mitigation Program is completed, an archaeological monitor shall be present on site to oversee the grading, demolition activities, and/or initial construction activities to ensure that construction proceeds in accordance with the adopted Phase III Data Recovery/Mitigation Program. The extent of the Phase III Data Recovery/Mitigation Program and the extent and duration of the archaeological monitoring program depend on site-specific factors.

SC-CUL-18	Native American Resource. All work shall stop within a 30-foot radius of the discovery. Work shall not continue until the discovery has been evaluated by a qualified archaeologist and the local Native American representative has been contacted and consulted to assist in the accurate recordation and recovery of the resources.
SC-CUL-19	LAUSD shall have a paleontological monitor on-call during construction activities. This monitor shall provide the construction crew(s) with a brief summary of the sensitivity, the rationale behind the need for protection of these resources, and information on the initial identification of paleontological resources. If paleontological resources are uncovered during construction, the on-call paleontologist shall be notified and afforded the necessary time and funds to recover, analyze, and curate the find(s). Subsequently, the monitor shall remain on site for the duration of the ground disturbances to ensure the protection of any other resources that may be in the area.
SC-CUL-20	The paleontological monitor shall be on site for all ground altering activities and shall advise LAUSD as to necessary means of protecting potentially significant paleontological resources, including, but not limited to, possible cessation of construction activities in the immediate area of a find. If resources are identified during the monitoring program, the paleontologist shall be afforded the necessary time and funds to recover, analyze, and curate the find(s). Subsequently, the monitor shall remain on site for the duration of the ground disturbances to insure the protection of any other resources that may be in the area.

Analysis in this section is summarized from the cultural resources study, included as Appendix G of this Initial Study.⁵²

a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

No Impact. Historical resources are buildings, structures, objects, sites, and districts that have been formally evaluated and found to meet one or more of the significance criteria identified in CEQA Section 15064.5 (a)(3). While most Historical resources will be fifty years old or older,⁵³ resources that have achieved significance in less than fifty years may also be considered historic, provided that a sufficient time has passed to understand their historical importance. CEQA Guidelines Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency.

The 17,400-square-foot industrial building at 12870 Panama Street previously housed Teledyne Microelectronics Technologies administration offices. The building is a one-story wood framed structure with stucco siding and a red brick façade. The roofline is primarily a low pitched gable design, with some additional areas of shed or flat roofing. There are four accessory buildings, and several metal cargo containers and storage sheds. The main building was constructed in 1954 and the accessory building in 1962. The site appears to have been in agricultural use in a 1952 aerial photograph.⁵⁴ The project site is shown as vacant land on an 1896 topographic map. On a 1923 topographic map the site is still shown as vacant. A Pacific Electric Railway line is shown next to the southeast side of the project site, and a roadway named Speedway is shown next to the south side of the rail line. Conditions shown on and next to the site on a 1934 topographic map are the same as on the 1923 map except the roadway formerly named Speedway is named Culver Boulevard on the 1934 map.^{55,56,57}

The built environment associated with the current project area includes the presence of a 1955-1959 commercial/industrial building, a later 1970s structure, portable storage facilities, and paved parking areas. Overall, the parking surfaces and temporary (portable) storage facilities have no historical significance. The 1955-1959 building is old enough to be considered historic (by age only), and therefore subject to evaluation for significance in accordance with CEQA criteria.

This structure is a typical and simple commercial/industrial building with no unique or exemplary design elements. In assessing the structural improvements, the commercial and industrial improvements are late historic (post-1955) and exhibit

⁵² McKenna et al. 2016, April 1. Cultural Resources Investigation of the Proposed Ocean Charter Schools Site, 12870 Panama St., In the Marina Del Rey Area of Los Angeles, Los Angeles County, California. Job No. 01-16-04-1788

⁵³ LAUSD adheres to a 45-year threshold for a potential resource to be evaluated for its eligibility as a historic resource.

⁵⁴ Nationwide Environmental Title Research, LLC (NETR). 2016, January 28. Historic aerial photographs. Historicaerials.com.

⁵⁵ United States Geological Survey (USGS). 1896. Redondo Quadrangle Topographic Map. Scale 1:62,500. http://ngmdb.usgs.gov/img4/ht_icons/Browse/CA/CA_Redondo_298753_1896_62500.jpg.

⁵⁶ United States Geological Survey (USGS). 1923. Venice Quadrangle Topographic Map. Scale 1:24,000. http://ngmdb.usgs.gov/img4/ht_icons/Browse/CA/CA_Venice_295605_1923_24000.jpg.

⁵⁷ United States Geological Survey (USGS). 1923. Venice Quadrangle Topographic Map. Scale 1:24,000. http://ngmdb.usgs.gov/img4/ht_icons/Browse/CA/CA_Venice_301113_1934_24000.jpg.

standard construction and materials.⁵⁸ There are no unique design elements and no associations with significant persons or events in history, as required for recognition as a significant historical resource. The removal of the buildings, storage containers, sheds, parking and landscape would not constitute an adverse environmental impact. No historic impacts would occur.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact. Archaeological resources are cultural resources of prehistoric or historic origin that reflect human activity. Archaeological resources include both structural ruins and buried resources. The term Unique Archaeological Resources is defined in Public Resources Code (PRC) Section 21083.2(g) as follows:

... ‘unique archaeological resources’ means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- (1) Contains information need to answer important scientific research questions and there is a demonstrable public interest in that information.
- (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

The site is underlain with older Quaternary alluvium and capped by younger Quaternary alluvium and 2- to 5-feet of artificial fill materials. Quaternary alluvium deposits exceed a depth of 60 feet bgs, with less dense younger native soils above about 20-feet and more dense older soils below.⁵⁹ Prehistoric discoveries have been made in local younger Quaternary soils (specifically, projects in the nearby community of Playa del Rey have yielded significant prehistoric resources). Additionally, the site and surrounding area were historically used for grazing, ranching, agriculture, and early construction; therefore, this area is considered sensitive for prehistoric archaeological resources and modestly sensitive for historic archaeological resources.

Excavation to a depth of approximately 15 feet for the subterranean parking garage would be required, and may yield evidence of archaeological resources; therefore, an archaeological monitoring program will be prepared and implemented for earthwork activities within area of Quaternary alluvium. The archaeological monitoring program will be prepared and implemented in accordance with standard professional practices, policies, and curation as required under LAUSD Standard Conditions of Approval SC-CUL-12 through SC-CUL-17.

Native American representatives were contacted as part of the cultural resources study. Letters requesting information were sent on February 27, 2016, to six representatives listed by the Native American Heritage Commission: Rosemary Morillo (Soboba Band of Mission Indians); Anthony Morales (Gabrielino/Tongva San Gabriel Band of Mission Indians); Sandonne Goad (Gabrielino/Tongva Nation); Robert Dorame (Gabrielino/Tongva Indians of California Tribal Council); Linda Candelaria (Gabrielino/Tongva Tribe); and Andrew Salas (Gabrielino Band of Mission Indians – Kizi Nation).⁶⁰ Three tribes responded to the information request letter: Soboba Band of Mission Indians, Gabrielino/Tongva San Gabriel Band of Mission Indians, and Gabrielino Band of Mission Indians – Kizi Nation. Both Gabrielino tribes identified the site as sensitive; however, no specific resources were identified.

As part of the archaeological monitoring program required under LAUSD Standard Conditions of Approval SC-CUL-14, scheduling details for participation by a Native American monitor, if required, would be included. If Native American resources are discovered, SC-CUL-18 would be implemented. Archeological impacts would be less than significant.

⁵⁸ McKenna et al. 2016, April 1. Cultural Resources Investigation of the Proposed Ocean Charter Schools Site, 12870 Panama St., In the Marina Del Rey Area of Los Angeles, Los Angeles County, California. Job No. 01-16-04-1788.

⁵⁹ GeoSystems, Inc. 2016, July 22. Preliminary Soils Engineering and Engineering Geologic Investigation for Proposed Ocean Charter School, 12870 Panama Street, Los Angeles, California.

⁶⁰ McKenna et al. 2016, April 1. Cultural Resources Investigation of the Proposed Ocean Charter Schools Site, 12870 Panama St., In the Marina Del Rey Area of Los Angeles, Los Angeles County, California. Job No. 01-16-04-1788.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. A paleontological resource is a natural resource characterized as faunal or floral fossilized remains, but may also include specimens of non-fossil material dating to any period preceding human occupation. The site is underlain with older Quaternary alluvium and capped by younger Quaternary alluvium and 2- to 5-feet of artificial fill materials. The project area has been identified as sensitive for the presence of paleontological resources.⁶¹ Quaternary sediments have been known to yield significant fossils throughout the Los Angeles Basin, including those of an extinct lion. Redevelopment of the project site would excavate soils to a depth of about 15 feet.

As discussed in the Cultural Resource Study, based on the sensitivity of the area to yield fossil specimens, a qualified paleontologist would conduct monitoring for any excavations below the artificial fill material and depths exceeding five feet from the present-day surface.⁶² This measure is required as part of the LAUSD Standard Conditions of Approval SC-CUL-19 and SC-CUL-20. Compliance with existing standard conditions would reduce impacts to paleontological resources to less than significant.

d. Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. In the unlikely event that human remains are uncovered during project demolition, grading, or excavation, Government Code Section 27460 et seq. mandates that there shall be no further excavation or disturbance until the Los Angeles County Coroner has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of death, and the required recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

Pursuant to California Health and Safety Code Section 7050.5, the coroner shall make his or her determination within two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe that they are those of a Native American, he or she shall contact the Native American Heritage Commission by telephone within 24 hours. Compliance with existing regulations would ensure that impacts to human remains would be less than significant.

⁶¹ McKenna et al. 2016, April 1. Cultural Resources Investigation of the Proposed Ocean Charter Schools Site, 12870 Panama St., In the Marina Del Rey Area of Los Angeles, Los Angeles County, California. Job No. 01-16-04-1788.

⁶² McKenna et al. 2016, April 1. Cultural Resources Investigation of the Proposed Ocean Charter Schools Site, 12870 Panama St., In the Marina Del Rey Area of Los Angeles, Los Angeles County, California. Job No. 01-16-04-1788.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- 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?

Explanation:

LAUSD Standard Conditions of Approval	
SC-GEO-1 ⁶³	Compliance with OEHS CEQA Specification Manual, Appendix G, Supplemental Geohazard Assessment Scope of Work. This document outlines the procedures and scope for LAUSD geohazard assessments.
SC-HWQ-1	Stormwater Technical Manual. This manual establishes design requirements and provides guidance for the cost-effective improvement of water quality in new and significantly redeveloped LAUSD school sites. These guidelines are intended to improve water quality and mitigate potential impacts to the Maximum Extent Practicable (MEP). These guidelines meet current post-construction Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, and the post-construction element of the NPDES program requirements.
SC-HWQ-2	Compliance Checklist for Storm Water Requirements at Construction Sites. 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 storm water pollution to be specified in a SWPPP; and monitoring storm water discharges to ensure that sedimentation of downstream waters remains within regulatory limits

Analysis in this section is summarized from the Geologic and Environmental Hazards Assessment (Appendix H) and the Geotechnical Investigation (Appendix I).

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

⁶³ This project has already complied with this LAUSD standard condition; see Geologic and Environmental Hazards Assessment Report in Appendix H of this Initial Study.

- 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.**

Less Than Significant Impact. The proposed project would not expose people or structures to potential substantial hazards from surface rupture of a known fault. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazards of surface faulting and fault rupture on habitable buildings. Fault rupture generally occurs within 50 feet of an active fault line and is limited to the immediate area where the fault breaks along the surface. There are several known faults in the Los Angeles region. Active earthquake faults are faults where surface rupture has occurred within the last 11,000 years. The site is not within or immediately adjacent to (i.e., within a few hundred feet) an Alquist-Priolo Earthquake Fault Zone. The nearest Alquist-Priolo Earthquake Fault Zone is approximately 3.5 miles east of the project site on the Newport-Inglewood Fault.⁶⁴ Based on a review of readily available geologic literature, there are no known active faults or geologically hazardous areas on or immediately adjacent to the site. Fault rupture impacts would be less than significant.

- ii. **Strong seismic ground shaking?**

Less Than Significant Impact. The proposed project would not increase exposure of people or structures to earthquake impacts. Southern California is a seismically active region. Impacts from ground shaking could occur many miles from an earthquake epicenter. The potential severity of ground shaking depends on many factors, including the distance from the originating fault, the earthquake magnitude, and the nature of the earth materials beneath a given site. There are several known faults in the Los Angeles region; the nearest mapped active faults to the project site are the Newport-Inglewood Fault about 3.5 miles to the east and the Santa Monica Fault about 4.5 miles to the north. A segment of the Palos Verdes Fault Zone mapped as active is offshore about 9 miles west of the site.^{65,66} Moderate to strong ground shaking can be anticipated. Because of the proximity to known faults, and because the entire southern California region is considered seismically active, there is a potential for people and structures to experience strong ground shaking in the future from local and regional faults.

The proposed new buildings would be designed in accordance with the California Building Code guidelines for evaluating and mitigating seismic hazards in California, and the California Geological Survey “Checklist for the Review of Geologic/Seismic Reports for California Schools, Hospitals, and Essential Services Buildings.” The proposed project also requires approval from the California Department of General Services, Division of the State Architect (DSA). The DSA provides design and construction oversight for schools and develops and maintains accessibility standards and codes. OCS, with oversight from DSA, would comply with these requirements in the design and construction of the proposed school. Seismic ground shaking impacts would be less than significant.

- iii. **Seismic-related ground failure, including liquefaction?**

Less Than Significant Impact. Liquefaction refers to loose, saturated sand, or gravel deposits that lose their load-supporting capability when subjected to intense shaking. Liquefaction potential varies based upon three main contributing factors: 1) cohesionless, granular soils having relatively low densities (usually of Holocene age);⁶⁷ 2) shallow groundwater (generally less than 50 feet); and 3) moderate to high seismic ground shaking.

The property sits atop late Holocene floodplain deposits.⁶⁸ Soils encountered at the project site during testing were artificial fill material (placed as part of the current development) consisting of silty clay to sandy silts at the upper 2 to 5 feet. From about 5 to 10 feet the site consists of Quaternary Alluvium; sediment deposited as a result of flowing

⁶⁴ PlaceWorks. 2016, October. Geologic and Environmental Hazards Assessment Report, Proposed New School 12870 Panama Street.

⁶⁵ PlaceWorks. 2016, October. Geologic and Environmental Hazards Assessment Report, Proposed New School 12870 Panama Street.

⁶⁶ California Geological Survey (CGS). 2016, January 12. Fault Activity Map of California (2010). <http://maps.conservation.ca.gov/cgs/fam/>.

⁶⁷ The Holocene Epoch began 12,000 to 11,500 years ago.

⁶⁸ PlaceWorks. 2016, October. Geologic and Environmental Hazards Assessment Report, Proposed New School 12870 Panama Street.

water.⁶⁹ From about 10 to 40 feet is alternating layers of clay, silt and sand and from 40 to 60 feet is dense gravelly sand. Below 60 feet the soil becomes very dense gravelly sand alluvium

The entire southern California region is considered seismically active. Because of seismicity, soil conditions and groundwater level, the project site is in a zone of required investigation for liquefaction as designated by the California Geological Survey, and is shown in the Safety Element of the Los Angeles General Plan on Exhibit B as Areas Susceptible to Liquefaction.⁷⁰

The geotechnical investigation was prepared and assessed the potential for liquefaction in subsurface site soils, the effects of liquefaction on buildings, and surface deformation or settlement due to liquefaction.⁷¹ The results of the liquefaction potential analysis indicate that various soil layers present at the project site, at depths of 5 to 15 feet and 25 to 40 feet are subject to potential liquefaction, which may be triggered by a major earthquake.

According to the State of California Special Publication 117A, hazards from liquefaction should be mitigated to the extent required to reduce seismic risk to “acceptable levels”. The acceptable level of risk means, “that level that provides reasonable protection of the public safety” (California Code of Regulations Title 14, Section 3721(a)). More stringent requirements are prescribed by the California Building Code (CCR Title 24) for hospitals, public schools, and essential service buildings. For such structures, the requirements of the Seismic Hazards Mapping Act are intended to complement the CCR Title 24 requirements.

The geotechnical investigation includes recommendations to minimize liquefaction hazards to people and structures, which have been incorporated into the proposed project; including using mat foundations and/or supporting building foundations below the lowest liquefiable layer, footings, structural engineering, and reinforced concrete slabs.⁷² During project construction the grading operations would excavate, replace, and compact site soils to at least 90 percent. At project completion well compacted earth would underlie the project. All proposed structures would comply with all applicable laws pertaining to school construction, including the California Building Code; guidelines for evaluating and mitigating seismic hazards in California; and the California Geological Survey Checklist for the *Review of Geologic/Seismic Reports for California Schools, Hospitals, and Essential Services Buildings*. The Division of the State Architect reviews and approves construction drawings for new public schools. As part of the DSA review process, OCS is required to show how the project complies with the final engineering-level Geotechnical Report. This report includes, but is not limited to: identification of building setbacks, site preparation, fill placement, temporary shoring, groundwater seismic design features, excavation stability, foundations, soil stabilization, establishment of deep foundations, concrete slabs and pavements, surface drainage, cement type and corrosion measures, erosion control, shoring and internal bracing, and plan review.

The project design and development would incorporate all recommended measures outlined in the final geotechnical report to ensure that safety is not compromised as required by existing regulations. The potential for liquefaction is therefore considered to be low and impacts would be less than significant.

Landslides?

No Impact. Landsliding is a type of erosion in which masses of earth and rock move down slope as a single unit. Susceptibility of slopes to landslides and other forms of slope failure depend on several factors, which are usually present in combination and include steep slopes, condition of rock and soil materials, the presence of water, formational contacts, geologic shear zones, and seismic activity.

The project site and its adjoining properties are relatively flat and exhibit no substantial elevation changes or unusual geographic features. The project site is not in a zone of required investigation for earthquake-induced landslides as

⁶⁹ The Quaternary Period is the current and most recent of the three periods of the Cenozoic Era in the geologic time. The Quaternary Period is divided into two epochs: the Pleistocene (2.588 million years ago to 11.7 thousand years ago) and the Holocene (12,000 to 11,500 years ago to today).

⁷⁰ City of Los Angeles. 1996, November 26. Safety Element of the Los Angeles City General Plan. Exhibit B: Areas Susceptible to Liquefaction. <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>.

⁷¹ GeoSystems, Inc. 2016, July 22. Preliminary Soils Engineering and Engineering Geologic Investigation for Proposed Ocean Charter School, 12870 Panama Street, Los Angeles, California.

⁷² GeoSystems, Inc. 2016, July 22. Preliminary Soils Engineering and Engineering Geologic Investigation for Proposed Ocean Charter School, 12870 Panama Street, Los Angeles, California.

mapped by the California Geological Survey.⁷³ Therefore, the project would not expose people or the new school buildings to adverse effects from landslides.

b. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact.

Construction Phase

The proposed project would not result in substantial soil erosion or loss of topsoil. The native topsoil was removed and/or compacted during development of the project site; therefore, redevelopment of the project site would not result in the loss of topsoil.⁷⁴ Erosion is a normal and inevitable geologic process whereby earthen materials are loosened, worn away, decomposed or dissolved, and moved from one place to another. Precipitation, running water, waves, and wind are all agents of erosion. Ordinarily, erosion proceeds imperceptibly, but when the natural equilibrium of the environment is changed, the rate of erosion can be greatly accelerated. This can create aesthetic as well as engineering problems on undeveloped sites. Accelerated erosion in an urban area can cause damage by undermining structures; blocking storm drains; and depositing silt, sand, or mud in roads and tunnels. Eroded materials can eventually be deposited in local waters, where the carried silt remains suspended in the water for some time, constituting a pollutant and altering the normal balance of plant and animal life. Project-related construction activities would expose soil through excavation, grading, and trenching, and thus could cause erosion during heavy winds or storms.

Construction projects of one acre or more are regulated under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ) issued by the State Water Resources Control Board. Project applicants obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters, and specifying best management practices (BMPs) that would be incorporated into the construction plan to minimize stormwater pollution. Categories of BMPs used in SWPPPs are described in Table 8. The project site is 2.1 acres; thus, project construction would be subject to the Statewide General Construction Permit and implementation of BMPs specified in the SWPPP. This is also required under the LAUSD Standard Condition of Approval SC-HWQ-2. Construction-phase soil erosion impacts would be less than significant.

Table 8 Construction BMPs

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind	Mulch, geotextiles, mats, hydroseeding, earth dikes, swales
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basin; cleaning measures such as street sweeping
Tracking Controls	Minimize the tracking of soil off-site by vehicles	Stabilized construction roadways and construction entrances/exits; entrance/outlet tire wash.
Non-Storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.	BMPs specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; concrete finishing.
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

Source: California Stormwater Quality Association (CASQA). 2003, January. Stormwater Best Management Practice Handbook: Construction.

⁷³ PlaceWorks. 2016, October. Geologic and Environmental Hazards Assessment Report, Proposed New School 12870 Panama Street.

⁷⁴ Topsoil is the thin, rich layer of soil where most nutrients for plants are found and where most land-based biological activity takes place. The loss of topsoil through erosion is a major agricultural problem.

Operational Phase

After completion of the proposed project, ground surfaces at the project site would be either hardscape or maintained landscaping, and no soil would be left exposed. The proposed project would incorporate LAUSD Standard Condition of Approval SC-HWQ-1, which requires compliance with the Standard Urban Stormwater Mitigation Plan (SUSMP) and NPDES. The SUSMP was developed as part of the municipal stormwater program to address stormwater pollution from new developments and redevelopment projects.⁷⁵ As part of the SUSMP compliance, low-impact-development (LID) stormwater management would be incorporated into the project design. LID reduces the impacts of runoff and stormwater pollution as close to their source, as possible. Los Angeles' LID ordinance became effective in May 2012. OCS would comply with existing regulations and LAUSD's applicable requirements. Operational phase soil erosion impacts would be less than significant.

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?

Less Than Significant Impact. Hazards arising from liquefaction and landslides would be less than significant, as discussed above in Sections 5.6.a.(v) and (vi).

Lateral spreading. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. Subsurface soils are susceptible to liquefaction. The geotechnical investigation assessed the potential for lateral spreading in subsurface site soils. The upper 5 to 10 feet of soil is subject to seismically induced lateral spreading. The average total and differential seismically induced saturated and unsaturated sand settlement is anticipated to be 1.5 inches and 1.0 inches, respectively. Foundation and building designs include lateral load measures to compensate for the spreading potential.⁷⁶ The geotechnical investigation includes specific recommendations to minimize lateral spreading hazards to people and structures. The Division of the State Architect reviews and approves construction drawings for new public schools. As part of the DSA review process, OCS is required to show how the project complies with the final engineering-level Geotechnical Report. This report includes, but is not limited to, identification of building setbacks, site preparation, fill placement, temporary shoring, groundwater seismic design features, excavation stability, foundations, soil stabilization, establishment of deep foundations, concrete slabs and pavements, surface drainage, cement type and corrosion measures, erosion control, shoring and internal bracing, and plan review.

The project design and development would incorporate all recommended measures outlined in the final geotechnical report to ensure that safety is not compromised as required by existing regulations. Compliance with existing building codes and DSA requirements would ensure that the buildings are designed and constructed for this condition.⁷⁷ The proposed project would not expose people or the new school buildings to significant adverse effects associated with lateral spreading. Impacts would be less than significant.

Subsidence and Seismically Induced Settlement. The major cause of ground subsidence is withdrawal of groundwater. The project site is above the Santa Monica Subbasin of the Coastal Plain of Los Angeles Groundwater Basin. The City of Los Angeles Department of Water and Power (DWP), which supplies water to the project site and the surrounding community, does not extract groundwater from this subbasin. However, part of the water supply for the City of Santa Monica is from the Santa Monica Subbasin.⁷⁸ This subbasin is 500 feet bgs and the project would not withdraw water from this depth. Dewatering as part of construction would not remove substantial amounts of water or cause subsidence or settlement. The water is not being drawn from an aquifer and would not deplete a hydrozone to the point of settlement. The project design and development would incorporate all recommended measures outlined in the final geotechnical report to ensure that safety is not compromised as required by existing regulations. Compliance with existing building codes and DSA would ensure that the buildings are designed and constructed for this condition.⁷⁹ The proposed project would not expose people or the new school buildings to significant adverse effects associated with lateral spreading. Impacts would be less than significant.

⁷⁵ City of Los Angeles. LA Stormwater. Standard Urban Stormwater Mitigation Plan. <http://www.lastormwater.org/green-la/standard-urban-stormwater-mitigation-plan/>

⁷⁶ GeoSystems, Inc. 2016, July 22. Preliminary Soils Engineering and Engineering Geologic Investigation for Proposed Ocean Charter School, 12870 Panama Street, Los Angeles, California.

⁷⁷ PlaceWorks. 2016, October. Geologic and Environmental Hazards Assessment Report, Proposed New School 12870 Panama Street.

⁷⁸ SA Associates. 2011, July. 2010 City of Santa Monica Urban Water Management Plan. https://www.smgov.net/uploadedFiles/Departments/Public_Works/Water/Final%202010%20UMWP_July%202011.pdf.

⁷⁹ PlaceWorks. 2016, October. Geologic and Environmental Hazards Assessment Report, Proposed New School 12870 Panama Street.

Collapsible Soils. Collapsible soils are typically geologically young, unconsolidated sediments of low density that may compress under the weight of structures. Based on testing performed on site soils, the native alluvium is not considered to be collapsible.⁸⁰ Project development would not cause hazards from collapsible soils, and impacts would be less than significant.

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?

Less Than Significant Impact. Expansive soils possess clay particles that react to moisture changes by shrinking when dry or swelling when wet. These soils have the potential to crack building foundations and in some cases, structurally distress the buildings themselves. Minor to severe damage to overlying structures is possible. Based on field exploration, soil classification, and density results, onsite soils are considered to have medium expansion potential. Special recommendations for foundation design will be incorporated into the design of buildings. The California Geological Survey and DSA would ensure that the buildings are designed and constructed for this condition.⁸¹ The proposed project would not expose people or the new school buildings to significant adverse effects associated with expansive soils. Impacts would be less than significant.

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?

No Impact. Project development would include installation of sewer laterals connecting to existing sewer mains in surrounding roadways. The proposed school would not use septic tanks or other alternative wastewater disposal systems, and no impact would occur.

⁸⁰ GeoSystems, Inc. 2016, July 22. Preliminary Soils Engineering and Engineering Geologic Investigation for Proposed Ocean Charter School, 12870 Panama Street, Los Angeles, California.

⁸¹ PlaceWorks. 2016, October. Geologic and Environmental Hazards Assessment Report, Proposed New School 12870 Panama Street.

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?

Explanation:

2014 CHPS Prerequisite Criteria

EE 1.0 – Energy Performance	The time dependent valued (TDV) energy of the design must be at least 5% less than a standard design that is in minimum compliance with the 2013 California Code of Regulations, Title 24, Part 6 energy efficiency standards and determine the ENERGY STAR score.
EE 2.0 – Zero Net Energy Ready	Comply with Title 24, Section 110.10 <i>California Code of Regulations, Title 24 (Building Energy Efficiency Standards), Part 6, Section 110.10: Mandatory Requirements For Solar Ready Buildings.[The intent of the solar ready requirements is to provide a penetration free and shade free portion of the roof, called the solar zone. This helps ensure future installation of a solar energy system is not precluded by the original design and layout of the building and its associated equipment.]</i>
EE 3.0 – Commissioning	For new buildings 10,000 square feet and over, comply with CALGreen section 5.410.2 or for new buildings less than 10,000 square feet comply with CALGreen section 5.410.4 AND For all new buildings, comply with Title 24 section 120.8 AND Comply with Title 24 section 10-103 for acceptance testing AND For all projects ALL of the fundamental best practice commissioning procedures must be implemented.
EE 5.0 – Energy Management System	Comply with Title 24 sections 110.9(a)4 - Lighting Control Systems, 130.1(c) - Shut-OFF Controls, 130.4(b)2 and 130.5(f) - Energy Management Control System.
WE 1.0 – Indoor Water Use	Comply with CALGreen, Sections 5.303.2 <i>CALGreen, Sections 5.303.2: plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by 20 percent) and 5.303.3 (water efficient appliances).</i>
WE 2.0 – Reduce Potable Water Use for Sewage Conveyance	Comply with CALGreen, Sections 5.303.4 <i>CALGreen, Sections 5.303.4: Wastewater reduction. Each building shall reduce water use by 20 percent</i>
WE 3.0 – Irrigation & Exterior Water Budget	Develop a water budget for landscape (both non-recreational and recreational) and ornamental water use to conform to the local water efficient landscape ordinance. If no local ordinance is applicable, then use the landscape and ornamental budget developed by the California Department of Water Resources Board.
OM 3.0 – Performance Benchmarking	The school must adopt a policy of benchmarking to track its energy use over time in order to perform the following: Conduct a post-occupancy analysis of the school’s indoor environmental quality and energy performance after 1-2 years or perform recommissioning after 2-5 years.

LAUSD Standard Conditions of Approval

SC-USS-1	<p>School Design Guide. (<i>Book Two General Criteria, Section 2.4. C.2.f.1</i>)</p> <p>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% by weight as defined in Specification 01340, Construction & Demolition Waste Management.</p> <p>Guide Specifications Division 01 - Section 7419, Construction & Demolition Waste Management, October 11, 2011.</p> <p>This section of the LAUSD Specifications 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</p>
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	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% of the C&D waste generated.
SC-GHG-1	During school operation, LAUSD shall perform regular preventative maintenance on pumps, valves, piping, and tanks to minimize water loss.
SC-GHG-2	LAUSD shall utilize automatic sprinklers set to irrigate landscaping during the early morning hours to reduce water loss from evaporation.
SC-GHG-3	LAUSD shall reset automatic sprinkler timers to water less during cooler months and rainy season.
SC-GHG-4	LAUSD shall develop a water budget for landscape (both non-recreational and recreational) and ornamental water use to conform to the local water efficient landscape ordinance. If no local ordinance is applicable, then use the landscape and ornamental budget outlined by the California Department of Water Resources.
SC-GHG-5	LAUSD shall ensure that the time dependent valued energy of the proposed project design is at least 10 percent, with a goal of 20 percent less than a standard design that is in minimum compliance with the California Title 24, Part 6 energy efficiency standards that are in force at the time the project is submitted to the Division of the State Architect.

Notes: text in *italics* shows specific requirement identified in the criteria or condition.

GHG regulatory setting and modeling data can be found in Appendix E to this Initial Study.

The Intergovernmental Panel on Climate Change (IPCC) has identified four major greenhouse gases (GHGs)—water vapor, carbon dioxide (CO₂), methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. The primary source of these GHGs is fossil fuel use. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent are nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydro fluorocarbons, perfluorocarbons, and chlorofluorocarbons.⁸²

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to significantly influence global climate change; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The proposed project would generate GHG emissions from vehicle trips, energy use (indirectly from purchased electricity use and directly through fuel consumed for building heating), area sources (e.g., equipment used on-site, consumer products, coatings), water use and wastewater generation, and solid waste disposal. The new buildings would be designed and constructed to comply with and/or exceed Title 24 Building Energy Efficiency Standards as outlined in EE 1.0, EE 2.0, EE 3.0, EE 5.0, and SC-GHG-5. Consistent with OM 3.0, the school will track its energy use over time to analyze energy performance of the facility. Also, as outlined in WE 1.0, WE 2.0, WE 3.0, SC-GHG-1, SC-GHG-2, SC-GHG-3, SC-GHG-4, the proposed project would be designed to reduce potable water use, wastewater generation, and outdoor water use. Annual GHG emissions were calculated for construction and operation of the proposed project. Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for GHG emissions from the construction phase of the proposed project. Construction and demolition waste would be recycled as outlined in SC-USS-1. For the purpose of this GHG analysis, it has been conservatively assumed that the proposed project would generate an increase in VMT, water use, and solid waste generation due to an increase in school facility capacity. Table 9 shows that the proposed project would generate 1,259 metric tons of carbon dioxide-equivalent (MTCO₂e) emissions per year. The total net increase of GHG emissions on-site due to the proposed project would not exceed the SCAQMD's significance threshold of 3,000 MTCO₂e,⁸³ and the proposed project's cumulative contribution to GHG emissions is less than significant.

⁸² Water vapor (H₂O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

⁸³ This threshold is based on a combined threshold of 3,000 MTCO₂e for all land use types, proposed by SCAQMD's Working Group based on a survey of the GHG emissions inventory of CEQA projects. Approximately 90 percent of CEQA projects' GHG emissions inventories exceed 3,000 MTCO₂e, which is based on a potential threshold approach cited in the California Air Pollution Control Officer's Association's white paper, "CEQA and Climate Change" (2008).

Table 9 Project-Related GHG Emissions

Source	MTCO ₂ e/year	Percent of Project Total
Area	<1	<1%
Energy ¹	133	11%
Mobile	1,046	83%
Waste	44	4%
Water	14	1%
Amortized Construction Emissions ²	22	2%
Total Emissions	1,259	100%
SCAQMD's Significance Threshold	3,000	NA
Exceeds Significance Threshold	No	NA

Source: CalEEMod Version 2013.2.2.

Note: Percent changes from each source may not total to 100 percent due to rounding.

¹ Comply and/or exceed the 2013 California Green Building Standards Code (CALGreen) and 2016 Building Energy Efficiency Standards as outlined in EE 1.0, EE 2.0, EE 3.0, EE 5.0, WE 1.0, WE 2.0, WE 3.0, SC-GHG-1, SC-GHG-2, SC-GHG-3, SC-GHG-4, and SC-GHG-5. The 2016 Building Energy Efficiency Standards are 33.5 percent more energy efficient than the 2008 standards for non-residential buildings.

² Construction emissions are amortized over a 30-year project lifetime per recommended SCAQMD methodology.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The California Air Resources Board's (CARB's) Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target. This target was established by Assembly Bill (AB) 32 and aims to return to 1990 emission levels by year 2020. To estimate the reductions needed to meet the target, CARB projected statewide 2020 business-as-usual (BAU) GHG emissions and identified that the state as a whole would need to reduce GHG emissions by 28.5 percent.⁸⁴ In the First Update to the Scoping Plan, CARB projected that statewide BAU emissions in 2020 would be approximately 509 million MTCO₂e.⁸⁵ Therefore, to achieve the AB 32 target of 431 million MTCO₂e (i.e., 1990 emissions levels) by 2020, the state would need to reduce emissions by 78 million MTCO₂e compared to BAU conditions, a reduction of 15.3 percent from BAU in 2020.^{86,87,88} In August 2016, Senate Bill 32 was passed and requires the state to reduce its greenhouse gas emissions 40 percent below 1990 levels by 2030.

Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32. New buildings, like those constructed as a part of the proposed project, are required to comply with the 2016 Building and Energy Efficiency Standards and 2013 California Green Building Code (CALGreen). Additionally, the proposed new school would be designed and constructed to meet the CHPS criteria and LAUSD Standard Conditions of Approval. With implementation of these regulations and standards, the proposed project's GHG emissions would exceed the reductions that would be achieved through statewide measures.

In addition to AB 32, the California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable

⁸⁴ California Air Resources Board (CARB). 2008, October. Climate Change Proposed Scoping Plan, a Framework for Change.

⁸⁵ The BAU forecast includes GHG reductions from Pavley and the 33% Renewable Portfolio Standard.

⁸⁶ California Air Resources Board (CARB). 2014, May 15. First Update to the Climate Change Scoping Plan: Building on the Framework, Pursuant to AB 32, The California Global Warming Solutions Act of 2006, <http://www.arb.ca.gov/cc/scopingplan/document/updatescopingplan2013.htm>.

⁸⁷ If the GHG emissions reductions from Pavley I and the Renewable Electricity Standard are accounted for as part of the BAU scenario (30 million MTCO₂e total), the state would need to reduce emissions by 108 million MTCO₂e, which is a 20 percent reduction from BAU.

⁸⁸ In May 2014, CARB completed a five year update to the 2008 Scoping Plan. CARB recalculated the 1990 GHG emission levels with the updated global warming potential (GWP) in the Intergovernmental Panel on Climate Change's Fourth Assessment Report, and the 427 MMTCO₂e 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, is slightly higher, at 431 MMTCO₂e.

Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS was adopted in April 2016.⁸⁹ The proposed project would provide for the educational needs of the community and would not draw students from the larger region or add to regional traffic. Additionally, the proposed project would be constructed on an infill site and would not require extension or expansion of infrastructure. The proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the Regional Transportation Plan/Sustainable Communities Strategy and the impacts would be less than significant.

⁸⁹ Southern California Association of Governments (SCAG). 2016, April. The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. <http://scagrtpsc.net/Documents/2016/final/f2016RTPSCS.pdf>.

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Does the proposed school site contain one or more pipelines, situated underground or aboveground, which carry hazardous substances, acutely hazardous materials, or hazardous wastes, unless the pipeline is a natural gas line that is used only to supply natural gas to that school or neighborhood? (PRC § 21151.8 [a][1][C])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Does the project site contain a current or former hazardous waste disposal site or solid waste disposal site and, if so, have the wastes been removed? (PRC § 21151.8 [a][1][A])?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k. Is the project site a hazardous substance release site identified by the state Department of Health Services in a current list adopted pursuant to §25356 for removal or remedial action pursuant to Chapter 6.8 of Division 20 of the Health and Safety Code? (PRC § 21151.8 [a][1][B])?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

LAUSD Standard Conditions of Approval	
SC-HAZ-1	<p>OEHS CEQA Specification Manual, Appendix M, Criteria for School Siting in Proximity to High Voltage Power Lines.</p> <p>Board of Education resolutions (Effects of Non-Ionizing Radiation-2000, Wireless Telecommunication Installations-2009 and T-Mobile Cell Tower Notification and Condemnation-2009) regarding electromagnetic field (EMF) and radiofrequency exposures associated with cellular towers near schools whereby a prohibition exists regarding siting towers on school campuses.</p>

LAUSD Standard Conditions of Approval	
SC-HAZ-2	OEHS CEQA Specification Manual, Appendix L, Pipeline Safety Hazard Analysis. This document outlines the process for evaluating safety hazards associated with underground and above-ground natural gas and hazardous liquid pipelines. The pipeline safety hazard assessment (PSHA) process determines whether potential releases of natural gas, petroleum product and crude oil from pipelines located near a school site pose a safety risk to students and staff.
SC-HAZ-3	OEHS CEQA Specification Manual, Appendix K, Rail Safety Study Protocol. This document provides a guidance protocol for conducting a Rail Safety Study (RSS). It is designed to assist in evaluating whether traffic on rail lines within a 1,500-foot radius of a school site poses an unreasonable safety hazard to students and staff at the school.
SC-AQ-1	OEHS CEQA Specification Manual, Appendix J, Air Toxics Health Risk Assessment (HRA). This document includes guidance on HRA protocols for permitted, nonpermitted, and mobile sources that might reasonably be anticipated to emit hazardous air emissions and result in potential long-term and short-term health impacts to student and staff at the school site.

Analysis in this section is summarized, in part, from several hazard-related documents included in Appendix J of this Initial Study.

a. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Less Than Significant Impact. Construction may involve activities requiring the transport, storage, use, or disposal of some hazardous substances for activities such as fueling and servicing construction equipment and applying paints and other coatings. The existing buildings may contain asbestos or lead-based paint, whose demolition and haul removal would require compliance with existing regulations. All asbestos- and lead-containing material abatement/removal work must comply with the US Environmental Protection Agency (EPA), US Occupational Safety and Health Administration, and SCAQMD regulations. Additionally, construction contractors are required to comply with LAUSD standard specifications during any project where asbestos- or lead-containing materials may be disturbed.⁹⁰

Contaminated soil may be encountered during excavation or grading activities associated with construction of the proposed project. Construction contractors are required to comply with LAUSD standard specifications for proper packaging, transportation, and disposal of any discovered hazardous materials before building construction starts. Specifically, construction contractors are required to comply with specific procedures regarding worker training, health and safety, hazardous material containment, and off-site transport and disposal of contaminated soil.⁹¹

Once a project is completed and the new facility is operational, hazardous materials that might be handled, used, transported, or disposed of include: standard cleaning products, pesticides, herbicides, paints, fuels, and lubricants used in association with standard campus janitorial, maintenance, and landscaping. In addition, certain curricula, such as chemistry and industrial arts (wood, metal, electronics, etc.), could involve the use of small quantities of chemicals, fuels and other petroleum products, solvents, and paints. Small volumes of hazardous wastes, such as waste paint, batteries, fluorescent lamps, mercury-containing equipment, or unused maintenance products would require management in accordance with standard LAUSD policies and practices. Most hazardous materials stored on school campuses present little risk of upset, since they are generally stored in small containers (30 gallons or less) in designated areas. The amounts of hazardous materials that are handled at any one time are likewise small, reducing the potential consequences of an accident during transport, storage, or handling.

Hazardous materials are regulated by several agencies, including the EPA, the California Department of Toxic Substances Control (DTSC), California Division of Occupational Safety and Health, and the Los Angeles Fire Department.⁹² The requirements of these agencies would be incorporated into the design and operation of the proposed project. These requirements would include providing for and maintaining appropriate storage areas for hazardous materials and installing

⁹⁰ LAUSD Section 13280: Asbestos Abatement and Asbestos Related Disturbance (November 21, 2003). LAUSD Section 13282: Lead Abatement and Lead Related Construction Work (March 15, 2007).

⁹¹ LAUSD Section 13614: Abatement of Hazardous Materials (July 7, 2003).

⁹² The Los Angeles Fire Department is the Certified Unified Program Agency (CUPA) for the City of Los Angeles; the Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.

or affixing appropriate warning signs and labels. Hazards to the public, the students, or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.

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?

Less Than Significant Impact with Mitigation Incorporated. The use, handling, storage, and disposal of hazardous materials in the course of project construction and operation would not pose a substantial hazard to the public or the environment from accidental release. Compliance with the previously discussed regulations would include training construction workers and school staff to safely contain and clean up hazardous materials spills; maintenance of hazardous materials spill containment and cleanup supplies onsite; implementing school evacuation procedures as needed; and contacting the appropriate hazardous materials emergency response agency immediately pursuant to requirements of regulatory agencies.

Possible Contaminated Groundwater

Groundwater was encountered at a depth of 11-feet below ground surface (bgs) during geotechnical borings.⁹³ Borings conducted as part of the Phase II Environmental Site Assessment encountered groundwater at between 9.5 to 10.5 feet bgs.⁹⁴ Groundwater fluctuates over time based on tidal variations, seasonal variations in rainfall, irrigation and water line leaks. The highest historic groundwater level is approximately 5-feet bgs.

Construction of the proposed project would require excavation of the site for the subterranean parking garage to a depth of about 15 feet bgs and for building foundations at a depth of about 6 feet bgs. Because of the depth to encountered groundwater, historic high groundwater levels, and possible tidal influence from close proximity to the ocean, the buildings would be designed with mat foundations ranging from 20- to 24-inches thick at 5-feet below the finish floor to withstand the lateral hydrostatic pressure and would therefore be waterproofed to prevent water intrusion. The parking garage would have a 24-inch thick mat foundation at 14-feet below the finish floor. The project would not require permanent dewatering.

However, since the parking garage mat foundation must be at least one-foot into compacted fill at approximately 15-feet bgs temporary dewatering may be necessary for construction-related compacting operations. If a temporary construction dewatering system is required, shallow groundwater would be discharged off-site. Specific methods for dewatering during construction would be determined by the project civil engineer. There are three options for disposal of groundwater:

- 1) Discharge to the storm drain. This would require that OCS obtain a General NPDES Order No. R4-2013-0095 (CAG994004) "Discharges of Groundwater from Construction and Project Dewatering to Surface Waters" from Los Angeles Regional Water Quality Control Board.
- 2) Discharge to the sanitary sewer. This would require that OCS obtain an Industrial Wastewater Permit from the Los Angeles City Bureau of Sanitation.
- 3) Groundwater may be discharged to steel or plastic tanks, such as Baker tanks, for chemical testing and proper disposal. Based on the analytical groundwater testing results, the groundwater may be suitable for use at the site (i.e., sprayed on site for dust suppression). Otherwise, groundwater would be discharged to the storm drain or sanitary sewer under permit (see Options 1 and 2) or transported off-site to a licensed disposal facility.

Both permits establish limits on pollutants that must be met prior to discharge. The storm drain along Panama Street flows directly to the ocean, so the NPDES pollutant limits are more stringent than the Industrial Wastewater Permit.

In addition, the proposed project would be constructed with oversight from DSA and as part of that process grading, foundation and building, architectural and geotechnical engineering reviews are required.

Groundwater under the site was analyzed for contaminants. The Los Angeles Regional Water Quality Control Board (LARWQCB) reviewed the Groundwater Assessment Results letter⁹⁵ and determined that residual concentrations of fuel

⁹³ GeoSystems, Inc. 2016, July 22. Preliminary Soils Engineering and Engineering Geologic Investigation for Proposed Ocean Charter School, 12870 Panama Street, Los Angeles, California.

⁹⁴ Alta Environmental. 2015, September 9. Phase II Environmental Site Assessment included as Appendix F of the Phase I Environmental Site Assessment Report UPDATE. 2016, June 30.

⁹⁵ Alta Environmental. 2015, December 10. Groundwater Assessment Results, Former Underground Storage Tank Site, 12870 Panama Street, Los Angeles, California 90066

constituents posed a low threat to human health, soil and groundwater quality beneath the subject site. A No Further Action letter was issued on January 7, 2016. Hazard impacts from dewatering groundwater under the site would be less than significant.

Although the available groundwater data has found no chemical constituents of concern in groundwater under the project site, its proximity to the off-site groundwater plume (12922 Panama Street) gives rise to the possibility that the dewatering could influence the plume or, in a worst case scenario, draw contaminated groundwater onto the site. See item d below for full description of adjacent land uses. Discharging contaminated groundwater in the storm drain or sewer system would be a significant impact. Mitigation Measure HAZ-1 would reduce this risk to a less than significant level.

Mitigation Measure

HAZ-1 PREPARATION OF DEWATERING MANAGEMENT PLAN (DMP). Ocean Charter School shall prepare a DMP for submittal to LAUSD OEHS. The DMP include details about the dewatering activity. The following information shall be provided in the DMP.

- Contractor carrying out the dewatering activities
- Where to address complaints or issues that may arise during dewatering activities
- Purpose of dewatering (an explanation of why dewatering is necessary).
- Dewatering technique (wellpoint, deep well, open hole, etc.).
- Anticipated dewatering flow rate and total dewatering duration.
- Controls (settling tank, turbidity curtain, etc.) and method of effluent discharge.
- Measures and techniques to manage noise, vibration and odor issues.
- Measures and techniques to manage geotechnical stability issues.
- Contingency plan in case of any emergency situation.
- Engineering specifications for dewatering effluent treatment (air-stripper, carbon filtration, etc.) and details for an analytical monitoring program to ensure that effluent will meet water quality release standards.
- A monitoring program to ensure that effluent will comply with applicable water quality release standards.
- List of water quality permits and regulatory compliance required.
- The point of discharge to the stormwater system and to any waterway or water body.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. One school is within 0.25 mile of the project site: an existing OCS Mar Vista Campus at 12606 Culver Boulevard, about 1,050 feet to the north. This campus would be closed when the new campus becomes operational. The proposed project would not emit hazardous emissions or handle significant quantities of hazardous or acutely hazardous materials, substances, or waste. Hazardous materials expected at the new school would be associated with janitorial, maintenance, and repair activities. These materials would be used in small quantities and would be stored in compliance with established state and federal requirements. Additionally, construction materials and site cleanup would comply with existing regulations. Therefore, impacts to the existing school would be less than significant.

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?

Less than Significant Impact. California Government Code Section 65962.5 requires that lists of hazardous materials sites be compiled and available to the public. These lists include:

- hazardous waste facilities subject to corrective action
- hazardous waste discharges for which the State Water Resources Control Board (SWRCB) has issued certain types of orders
- public drinking water wells containing detectable levels of organic contaminants
- underground storage tanks with reported unauthorized releases
- solid waste disposal facilities from which hazardous waste has migrated

Phase I Environmental Site Assessment

A draft Phase I Environmental Site Assessment (ESA) was completed in July 2015.⁹⁶ The final Phase I ESA was completed in June 2016, and included September 2015 Phase II ESA as Appendix J of the report. The final Phase I ESA identified four recognized environmental conditions associated with the project site.^{97,98}

- A former 250-gallon waste oil underground storage tank (UST) next to the south site boundary. The tank was removed in 1996, and the Los Angeles City Fire Department issued a No Further Action letter regarding the removal.
- Two former subsurface hydraulic vehicle lifts next to the UST. The lifts were removed in 1996 as part of the UST removal.
- A former wastewater clarifier in the northwest part of the project site. The clarifier was disconnected from the sanitary sewer, filled with sand, and capped with concrete.
- Possible on-site contamination from a former off-site electronics and aerospace manufacturing facility at 12922 Panama Street, west of the project site (see description, below).

The project site is not listed in a hazardous materials database compiled pursuant to Government Code Section 65962.5; however, the following adjacent properties are listed. To ensure the project site has not been affected by adjacent hazards and to further assess the onsite hazards soil and groundwater testing was conducted as part of the Phase II ESA.

- Panama Site, 12922 Panama Street, to the west, is listed on the Spills, Leaks, Investigation, and Cleanup database and the NPDES database, both maintained by the State Water Resources Control Board, and the California Hazardous Material Incident Reporting System database maintained by the Office of Emergency Services. The facility was used for electronics and aerospace manufacturing from the 1960s until mid-2013. Manufacturing activities used chlorinated solvents and Title 22 metals. Groundwater and soil (drinking water aquifer, aquifer not used for drinking water, soil, and soil vapor) were potentially affected by 1,4-dioxane, other chlorinated hydrocarbons, tetrachloroethylene (PCE), trichloroethylene, vinyl chloride, arsenic, chromium, nickel, and other metals. Currently, this facility is listed as “Open – Site Assessment” and is in the

⁹⁶ Alta Environmental. 2015, July 29. DRAFT Phase I Environmental Site Assessment Report, 12870 Panama Street, Los Angeles, California 90066.

⁹⁷ A recognized environmental condition is the presence or likely presence of any hazardous substance or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment.

⁹⁸ Alta Environmental. 2016, June 30. Phase I Environmental Site Assessment Report UPDATE, 12870 Panama Street, Los Angeles, California 90066.

process of a cleanup program administered by the Los Angeles Regional Water Quality Control Board (LARWQCB).

- Teledyne Microelectronics/Lighting and Display, 12964 Panama Street, west of the project site, is part of the larger Panama Site discussed above. This site is listed on the FTTS (FIFRA/TSCA [Federal Insecticide, Fungicide, and Rodenticide Act / Toxic Substances Control Act] Tracking System), Underground Storage Tank (CA UST), Large Quantity Generator of hazardous waste (RCRA-LQG), Integrated Compliance Information System (ICIS), and Haznet (hazardous waste shipment manifests) databases.
- Teledyne also reports historical usage of solvents (vapor degreaser) and tin/lead electroplating activities by Teledyne at the northwest corner of the building on the adjacent property to the east (12820 Panama Street).⁹⁹

Phase II Environmental Site Assessment

A Phase II ESA was completed in September 2015.¹⁰⁰ This assessment investigated potential subsurface impacts from the former 250-gallon waste oil UST, two subsurface hydraulic vehicle lifts, and wastewater clarifier from the adjacent property at 12922 Panama Street to the west and from reported historical use of solvents and electroplating activities at 12820 Panama Street (Teledyne Reynolds) to the east.

Sampling. Twelve borings were drilled on-site; soil samples were collected at depths of 2.5 feet, 5 feet, and 10 feet bgs from each of the borings. Soil vapor samples were collected at depths of 5 and 10 feet bgs in 9 of the 12 borings. Groundwater samples were collected from 3 of the 12 borings; depth to groundwater ranged from 9.5 to 10.5 feet bgs. Borings conducted as part of the geotechnical study encountered groundwater at 11 feet bgs.¹⁰¹

Testing. Soil samples were tested for analyzed for total petroleum hydrocarbons as gasoline, diesel, and motor oil; VOCs; and metals. Selected samples from borings at 5 feet bgs and 10 feet bgs within the former 250-gallon waste oil UST area were also analyzed for polycyclic aromatic hydrocarbons and polychlorinated biphenyls.

Test Results

Groundwater. The residential screening levels (thresholds) for diesel and motor oil are each 100 micrograms per liter ($\mu\text{g/L}$).^{102,103} Diesel and motor oil were detected at a maximum concentration of 1,500 $\mu\text{g/L}$ and 190 $\mu\text{g/L}$, respectively, in groundwater samples collected from one boring in the immediate area of the former waste oil UST. Based on this finding, the Phase II ESA report concluded that a historical release may have occurred from the former waste oil UST and recommended that the affected groundwater undergo further investigation.¹⁰⁴

Soil and Soil Vapor. No contaminants were identified in soil or soil vapor samples at concentrations at or above regulatory action levels for commercial or industrial development of the site, but regulatory action levels are lower for residential and schools. The maximum detected soil gas concentrations of PCE (0.47 $\mu\text{g/L}$) and benzene (0.093 $\mu\text{g/L}$) exceeded screening levels for residential (i.e., unrestricted) development of the site. The residential screening levels for PCE and benzene are 0.18 $\mu\text{g/L}$ and 0.036 $\mu\text{g/L}$, respectively.^{105,106} In addition, the concentration of arsenic in one soil sample (17.1 milligrams per kilogram) exceeded the screening level of 12 milligrams per kilogram currently used by the DTSC for school sites.¹⁰⁷

⁹⁹ Alta Environmental. 2016, June 30. Phase I Environmental Site Assessment Report UPDATE, 12870 Panama Street, Los Angeles, California 90066.

¹⁰⁰ Alta Environmental. 2015, September 9. Phase II Environmental Site Assessment included as Appendix F of the Phase I Environmental Site Assessment Report UPDATE. 2016, June 30.

¹⁰¹ GeoSystems, Inc. 2016, July 22. Preliminary Soils Engineering and Engineering Geologic Investigation for Proposed Ocean Charter School, 12870 Panama Street, Los Angeles, California.

¹⁰² The screening levels for diesel and motor oil are from the San Francisco Bay Regional Water Quality Control Board because no screening levels for these contaminants are available from the LARWQCB or DTSC.

¹⁰³ San Francisco Bay Regional Water Quality Control Board. 2013, December. Table A-1: Shallow Soil Screening Levels ($\leq 3\text{m}$ bgs), Residential Land Use.

http://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/ESL/Lookup_Tables_Dec_2013_Detail.pdf.

¹⁰⁴ Alta Environmental. 2015, September 9. Phase II Environmental Site Assessment included as Appendix F of the Phase I Environmental Site Assessment Report UPDATE. 2016, June 30.

¹⁰⁵ Office of Environmental Health Hazard Assessment (OEHHA). 2016, February 18. Risk Assessment - Soil and Soil Gas. <http://oehha.ca.gov/risk/chhsltable.html>.

Methane. The site is located within a Methane Zone, as defined by the City of Los Angeles Department of Building and Safety (LADBS) and depicted on Citywide Methane Ordinance Map A-20960. The Methane Zone and associated Methane Buffer Zone at this location is generously applied around the administrative boundaries of the Playa del Rey Oil Field and appear to also incorporate areas where methane may be associated with historical wetlands (e.g., Playa Vista). The Site lies on the fringe of the designated Methane Zone, approximately 0.75 mile northeast of the oil field. No oil wells are present on or near the Site; the nearest oil wells are located approximately 2,400 feet west-southwest of the site.

Methane testing at the Site was conducted on April 19-20, 2016 (see Appendix J of this Initial Study for testing details). The methane test results indicate that hazardous oil field gases are not present beneath the site at concentrations that would pose a significant threat to human health or safety. The maximum detected methane concentration was 52.4 parts per million by volume (ppmv) and hydrogen sulfide was not detected (<0.003 ppmv). The DTSC does not consider methane concentrations below 1,000 ppmv to be of significant concern and does not require further investigation or a mitigation response based on the test results.¹⁰⁸

LADBS requires the installation of a gas mitigation system under all new buildings constructed in a Methane Zone consistent, at the minimum, with Design Level I (i.e., impermeable membrane, sub-slab passive vent system, trench dams, and utility conduit seals). The design and installation of gas mitigation systems installed in Methane or Methane Buffer Zones is imposed through the LADBS permit process. However, because school projects are approved through the Division of the State Architect (DSA), permits from the LADBS are not required. Given the sensitive school land use and the fact that gas mitigation systems are routinely required for new construction on neighboring properties, OCS will voluntarily add this protective feature to the new building design. The gas mitigation system design will be part of the new school design package submitted to and approved by the DSA. Methane hazards would be less than significant.

Radon. Radon is a naturally occurring colorless, odorless, and tasteless gas produced by the decay of uranium and radium. Radon levels vary from place to place across the United States depending on the underlying geology. Radon can be a health risk, mainly as a cause of lung cancer. United States Environmental Protection Agency map of radon zones in California lists Los Angeles County as Zone 2, where residents may have a moderate potential of exposure to radon with average indoor concentrations ranging from 2.0 to 4.0 picoCuries/liter (pCi/L). The radon level at which the U.S. EPA recommends considering remedial actions for radon reduction in residences is 4.0 pCi/l.^{109,110,111} Radon testing is not recommended based on the available information. Radon hazard impacts would be less than significant.

Additional Site Assessment

An additional site assessment was conducted in September 2015 to further assess the impacts to groundwater from total petroleum hydrocarbons that were identified during the Phase II ESA. The investigation involved the collection of groundwater samples from six temporary wells in the vicinity of the former waste oil UST. The groundwater samples were analyzed for gasoline, diesel, motor oil, and VOCs. The analytical results indicated that groundwater impacts were limited to the near vicinity of the former waste oil UST, and the petroleum hydrocarbons were not migrating off-site.

Los Angeles Regional Water Quality Control Board Response

The site contamination case was referred to the LARWQCB by the Los Angeles Fire Department on December 30, 2015. On January 7, 2016, the LARWQCB issued a letter stating that residual concentrations of fuel constituents pose a low threat to human health and to soil and groundwater quality beneath the site and that no further action investigating groundwater contamination under the site is required.¹¹²

¹⁰⁶ Two residential screening levels are set forth by the Office of Environmental Health Hazard Assessment (OEHHA) for each of the two contaminants identified: one for volatile chemicals below buildings constructed above engineered fill, and one for chemicals below buildings without such engineered fill. It is unknown whether fill soils under the project site were engineered and compacted to current standards (Alta Environmental 2015); thus, the screening levels for sites without fill are identified here.

¹⁰⁷ Alta Environmental. 2015, September 9. Phase II Environmental Site Assessment included as Appendix F of the Phase I Environmental Site Assessment Report UPDATE. 2016, June 30.

¹⁰⁸ PlaceWorks. 2016, July 5. Technical Memorandum. Methane Testing. 12870 Panama Street, Los Angeles, California 90066

¹⁰⁹ California Department of Conservation. California Geological Survey. Radon Potential in Southern Los Angeles County. SPECIAL REPORT 182. 2005. January. http://www.conservation.ca.gov/cgs/minerals/hazardous_minerals/radon/Documents/sr182text.pdf

¹¹⁰ United States Environmental Protection Agency (USEPA). 1993. EPA's Map of Radon Zones – California. USEPA Document No. 402-R-93-025, Radon Division, Office of Radiation and Indoor Air, September 1993.

¹¹¹ <http://www.city-data.com/radon-zones/California/California.html>

¹¹² Rong, Yue (Program Manager, Underground Storage Tank Program). 2016, January 7. Letter (Case Referral Response, Teledyne Technologies Incorporated, 12870 Panama Street, Los Angeles, California.). Los Angeles Regional Water Quality Control Board.

Although previous investigations determined that the project site is safe for commercial or industrial development, additional assessment is required to confirm that it is safe for its intended school use. OCS will enter into an Environmental Oversight Agreement with the DTSC. If a cleanup response is required, it would be conducted under a School Cleanup Agreement with the DTSC. Upon completion of any additional environmental investigations and required cleanup responses, the DTSC would issue a No Further Action determination that, along with the recent No Further Action determination issued by the LARWQCB, would ensure that the project site does not pose a threat to human health or the environment and is safe for the construction and operation of a school. This regulatory compliance process must be completed before construction can begin. Additionally, Ocean Charter School will provide LAUSD OEHS a copy of a No Further Action determination letter from DTSC prior to construction. Impacts associated with environmental contamination on and adjacent to the site would be less than significant.

Naturally Occurring Asbestos. According to the California Division of Mines and Geology, no naturally occurring serpentine rock or rock formations that may contain a significant quantity of asbestos are located in the greater Los Angeles area. No naturally occurring asbestos or former asbestos mines are mapped in the project region.¹¹³ No hazards related to naturally occurring hazardous materials would occur.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The nearest public airport to the project site is the Los Angeles International Airport (LAX). The closest runway at LAX is 24R, which is located approximately 2.4 miles to the southwest of the project site. The project site is outside of the LAX Planning Boundary established by the Los Angeles County Airport Land Use Commission.¹¹⁴ Development of the proposed project would not cause hazards to people on the ground due to potential aircraft crashes and would not create obstructions to air navigation. No impact would occur.

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?

No Impact. There are no private airstrips within 10 miles of the project site.¹¹⁵ While, there are many private heliports in the vicinity, the two-story buildings and school development would not cause hazards to people on-site from helicopters approaching or departing a heliports. There closest private heliports to the project site are:

- Ritz-Carlton Hotel Company Heliport (CA79) at 1.3 miles to the west
- Playa Vista 2 Heliport (7CL6) at 1.2 miles to the east
- Hughes Corporate Heliport (CL71) at 1.3 miles to the south¹¹⁶

Over congested areas, helicopters must maintain an altitude of at least 1,000 feet above the highest obstacle when the obstacle is within a horizontal radius of 2,000 feet of the aircraft, except as needed for takeoff and landing (Code of Federal Regulations Title 14 Section 91.119). The new school would not create a safety hazard. No impact would occur.

¹¹³ US Geological Survey and California Geological Survey. 2011, August 11. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. <http://pubs.usgs.gov/of/2011/1188/>.

¹¹⁴ Los Angeles County Airport Land Use Commission (LACALUC). 2003, May 13. Los Angeles International Airport: Airport Influence Area. http://planning.lacounty.gov/assets/upl/project/aluc_airport-lax.pdf.

¹¹⁵ Airnav.com. 2016, January 28. Airport Information. <http://www.airnav.com/airports/>.

¹¹⁶ Airnav.com. 2016, January 28. Airport Information. <http://www.airnav.com/airports/>.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The City of Los Angeles Emergency Management Department is responsible for planning for emergency response, recovery, and mitigation in the city. Project construction and operation would not obstruct roadways or otherwise impair emergency access to surrounding communities. All construction staging would be on-site. During construction, emergency response procedures comply with the District’s emergency response protocol and the contractor’s emergency response plan, as required by the Emergency Management Department.

Emergency preparedness and response planning and coordination would be coordinated through LAUSD’s Office of Emergency Services. The charter school administrators would prepare and implement an emergency school evacuation plan in compliance with District “safe school plans.” Construction and operation of the new school and closure of the existing schools would not interfere with any other existing emergency response plans or emergency evacuation plans. No emergency response impact would occur.

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?

No Impact. The project site is in a built-out urban area, and there is no wildland susceptible to wildfire on or near the site. The nearest Very High Fire Hazard Severity Zone to the site mapped by the California Department of Forestry and Fire Prevention is about 0.7-mile south of the site.¹¹⁷ Project development would not place people or structures at risk from wildfire; no impact would occur.

Additional CEQA Analysis required under California Public Resource Code Section 21151.8 (see Appendix D of this Initial Study)

i. Does the proposed school site contain one or more pipelines, situated underground or aboveground, which carry hazardous substances, acutely hazardous materials, or hazardous wastes, unless the pipeline is a natural gas line that is used only to supply natural gas to that school or neighborhood? (PRC § 21151.8 [a][1][C])

No Impact. As documented in the Geologic and Environmental Hazards Assessment Report, there are no petroleum or chemical pipelines or high-pressure natural gas pipelines within a 1,500-foot radius of the project site.¹¹⁸ No impact would occur.

j. Does the project site contain a current or former hazardous waste disposal site or solid waste disposal site and, if so, have the wastes been removed? (PRC § 21151.8 [a][1][A])

Less Than Significant Impact. Hazardous materials generally refer to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (e.g., household cleaners, industrial solvents, paint, pesticides) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials have a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

The terms “hazardous materials” as used in this section include all materials defined in the California Health and Safety Code (H&SC):

A material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. “Hazardous materials” include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.¹¹⁹

¹¹⁷ California Department of Forestry and Fire Prevention (CAL FIRE). 2011, September. Very High Fire Hazard Severity Zones in LRA: Los Angeles. http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/los_angeles/Los_Angeles.pdf.

¹¹⁸ PlaceWorks. 2016, October. Geologic and Environmental Hazards Assessment Report, Proposed New School 12870 Panama Street.

¹¹⁹ California Health and Safety Code, Division 20, Chapter 6.95, Article 1, Section 25501(o).

The term includes chemicals regulated as hazardous materials, wastes, or substances by the US Department of Transportation (DOT), the US Environmental Protection Agency (EPA), the Department of Toxic Substances Control (DTSC), the California Governor's Office of Emergency Services, and other agencies. "Hazardous waste" is any hazardous material that has been discarded, except those materials specifically excluded by regulation.¹²⁰ Hazardous materials that have been intentionally disposed of or inadvertently released fall within the definition of "discarded" materials and can result in the creation of hazardous waste. Hazardous wastes are broadly characterized by their ignitability, toxicity, corrosivity, reactivity, radioactivity, or bioactivity. Federal and state hazardous waste definitions are similar, but distinct enough that separate classifications are in place for federal Resource Conservation and Recovery Act (RCRA) hazardous wastes and state non-RCRA hazardous wastes. Hazardous wastes require special handling and disposal because of their potential to impact public health and the environment. Some materials are designated "acutely" or "extremely" hazardous under relevant statutes and regulations.

The project site is a developed urban parcel and has not been identified as a hazardous waste disposal site or solid waste disposal site.¹²¹ Therefore, impacts would be less than significant.

k. Is the project site a hazardous substance release site identified by the state Department of Health Services in a current list adopted pursuant to §25356 for removal or remedial action pursuant to Chapter 6.8 of Division 20 of the Health and Safety Code? (PRC § 21151.8 [a][1][B])

Less than Significant Impact. The project site is not a hazardous substance release site identified for a removal or remedial action as identified by the State Department of Health Services. However, due to the previous uses at the site and the adjacent areas as noted in the response to VIII(d), OCS will enter into an Environmental Oversight Agreement with the DTSC and conduct further investigations, as necessary. If a cleanup response is required, it would be conducted under a School Cleanup Agreement with the DTSC. Upon completion of any additional environmental investigations and required cleanup responses, the DTSC would issue a No Further Action determination that, along with the recent No Further Action determination issued by the LARWQCB, would ensure that the project site does not pose a threat to human health or the environment and is safe for the construction and operation of a school. This regulatory compliance process must be completed before construction can begin. Impacts associated with environmental contamination on and adjacent to the project site would be less than significant.

¹²⁰ California Health and Safety Code, Division 20, Chapter 6.5, Article 2, Section 25124.

¹²¹ Alta Environmental. 2016, June 30. Phase I Environmental Site Assessment Report UPDATE, 12870 Panama Street, Los Angeles, California 90066; September 9, 2015. Phase II Environmental Site Assessment included as Appendix F of the Phase I Environmental Site Assessment Report UPDATE. 2016, June 30.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project result in:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere 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 land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

2014 CHPS Prerequisite Criteria	
SS 4.0 – Construction Site Runoff Control / Sedimentation	Requirement Summary: Control erosion and the transport of soil and other pollutants off the site during construction. Design and implement a site-specific plan that incorporates the use of best management practices in compliance with the US EPA’s National Pollutant Discharge Elimination System (NPDES).
LAUSD Standard Conditions of Approval	
SC-HWQ-1	Stormwater Technical Manual. This manual establishes design requirements and provides guidance for the cost-effective improvement of water quality in new and significantly redeveloped LAUSD school sites. These guidelines are intended to improve water quality and mitigate potential impacts to the Maximum Extent Practicable (MEP). These guidelines meet current post-construction Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, and the post-construction element of the NPDES program requirements.
SC-HWQ-2	Compliance Checklist for Storm Water Requirements at Construction Sites. 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 storm water pollution to be specified in a SWPPP; and monitoring storm water discharges to ensure that sedimentation of downstream waters remains within regulatory limits

SC-HWQ-3	<ul style="list-style-type: none"> • Environmental Training Curriculum • Hazardous Waste Management Program • Medical Waste Management Program • Environmental Compliance Inspections • Safe School Inspections • Integrated Pest Management Program • Fats Oil and Grease Management Program • Solid Waste Management Program
SC-HWQ-4	The analysis for new projects shall include evaluation of all possible flood hazards as determined by: (1) review of FEMA flood maps; (2) review of flood information provided by local city or county floodplain managers; (3) review of California Department of Water Resources dam safety information; and, (4) local drainage analysis by a civil engineer. The flood hazard determination shall include consideration of tsunamis and debris flow. New projects should be located outside of these hazard areas, if practical.
SC-HWQ-5	Where placing the project outside the floodplain is impractical, the school or project structure shall be protected from flooding by containment and control of flood flows (e.g., elevating lowest floors at least one foot above the expected 100-year flood level).
SC-HWQ-6	LAUSD shall evaluate tsunami hazards to determine if the project site is within a tsunami inundation zone as delineated by CalEMA or NOAA. If the project site is within a tsunami hazard zone LAUSD shall prepare and implement a tsunami awareness program and evacuation plan. This plan shall comply with the provisions of the LAUSD Emergency Operations Plan.
SC-HWQ-7	LAUSD shall consult with the Los Angeles County Department of Public Works, and/or local city officials, as appropriate, regarding the debris flow potential near the mouth of or in natural canyons and feasible mitigation measures shall be developed to reduce any potential risk. Potential debris flow hazards shall be reduced by one or more of the following: adequate building setbacks from natural slopes, construction of debris control facilities in upstream areas, monitoring and maintaining potential debris flow areas and basins. In addition, potential loss shall be minimized by establishing an evacuation plan, and elevated awareness and early warning of pending events.

a. Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. New construction projects can result in two types of water quality impacts: (1) short-term impacts from discharge of soil through erosion, sediments, and other pollutants during construction and (2) long-term impacts from impervious surfaces (buildings, roads, parking lots, and walkways) that prevent water from being absorbed/soaking into the ground, thereby increasing the rate and volume of stormwater runoff. Impervious surfaces can also increase the concentration of pollutants, such as oil, fertilizers, pesticides, trash, soil, and animal waste, in stormwater runoff. Runoff from short-term construction and long-term operation can flow directly into lakes, local streams, channels, and storm drains and eventually be released untreated into the ocean.

The proposed project would be constructed in an area that is already developed and already producing nonpoint-source pollutants. Currently, stormwater is collected by engineered storm drains and directed ultimately to Ballona Creek, which flows west till discharging into the Pacific Ocean.

Construction Phase

Construction projects of one acre or more are regulated under the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ) issued by the State Water Resources Control Board. Project applicants obtain coverage by developing and implementing a SWPPP, estimating pollutants from construction activities to receiving waters, and specifying BMPs that would be incorporated into the construction plan to minimize stormwater pollution. Categories of BMPs used in SWPPPs are described in Table 8. The project site is 2.1 acres; thus, project construction would be subject to the Statewide General Construction Permit and implementation of BMPs specified in the SWPPP. This requirement is also required under LAUSD Standard Condition of Approval SC-HWQ-2. Construction phase soil erosion impacts would be less than significant.

Operation Phase

After completion of the proposed project, ground surfaces at the site would be either hardscape or maintained landscaping, and no soil would be left exposed. Additionally, the flat nature of the project site precludes it from being susceptible to significant erosion. Furthermore, the project would incorporate LAUSD Standard Condition of Approval SC-HWQ-1, which requires compliance with the SUSMP and NPDES. The SUSMP was developed as part of the municipal stormwater

program to address stormwater pollution from new developments and redevelopment projects.¹²² As part of SUSMP compliance, LID stormwater management would be incorporated into the project design. LID reduces the impacts of runoff and stormwater pollution as close to their source as possible. Los Angeles' Low Impact Development (LID) ordinance became effective in May 2012. The proposed project includes significantly more pervious surfaces than the existing site. Project-related LID features would keep the first 0.75 inch of stormwater from reaching streets and storm drains.

The proposed project would incorporate CHPS criteria along with LAUSD Standard Conditions of Approval SC-HWQ-1 and SC-HWQ-2. The proposed project would not violate water quality or waste discharge requirements. Long-term water quality impacts would be less than significant.

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)?

Less than Significant Impact. The project site is located within the Santa Monica Subbasin of the Coastal Plain of Los Angeles Groundwater Basin. The DWP, which supplies water to the project site and the surrounding community, does not extract groundwater from this subbasin. However, part of the water supply for the City of Santa Monica is groundwater from the Santa Monica Subbasin; this aquifer is 500 ft. bgs.¹²³ The project does not propose groundwater wells that would extract groundwater from the aquifer. Construction and operation of the new school would not lower the groundwater table or deplete groundwater supplies to the City of Santa Monica. The 2.1-acre site currently does not provide groundwater recharge; therefore, the project would not interfere with groundwater recharge. Impacts would be less than significant.

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 a substantial erosion or siltation on- or off-site.

Less than Significant Impact. The nearest municipal storm drain to the project site is in Panama Street which is adjacent to the northern site boundary. The storm drain in Panama Street extends west to Alla Road, where it links to another storm drain extending south under Alla Road to Ballona Creek.¹²⁴ Ballona Creek flows west until discharging into the Pacific Ocean. The proposed project would not change the drainage pattern of the site or surroundings. Upon project completion, drainage from the site would be conveyed to Ballona Creek via the same storm drains as existing conditions. The entire project site would be developed with buildings, parking lots, hardcourts, walkways, playfields, and landscaped areas, but would discharge less stormwater because of MS4 Permit LID requirements and because the school would have more landscape areas that would potentially absorb water. Thus, project development would not cause substantial erosion. Impacts would be less than significant.

d. Substantially alter the existing drainage pattern of the site or area, including through the 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?

No Impact. Drainage following construction of the proposed project would be similar to existing conditions, as described above in item c. Pursuant to requirements of the MS4 Permit, the proposed on-site drainage system would discharge a net decrease in runoff to municipal storm drains. Thus, project development would not result in substantial flooding on- or off-site, and no impacts would occur.

¹²² City of Los Angeles. LA Stormwater. Standard Urban Stormwater Mitigation Plan. <http://www.lastormwater.org/green-la/standard-urban-stormwater-mitigation-plan/>

¹²³ SA Associates. 2011, July. 2010 City of Santa Monica Urban Water Management Plan.

https://www.smgov.net/uploadedFiles/Departments/Public_Works/Water/Final%202010%20UMWP_July%202011.pdf.

¹²⁴ Los Angeles County Department of Public Works (LACDPW). 2016, January 29. Los Angeles County Storm Drain System. <http://dpw.lacounty.gov/fcd/stormdrain/index.cfm>.

e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Project development would not result in runoff exceeding the capacity of the municipal storm drain system. Development of the proposed project would not cause substantial water pollution, as substantiated above in item a. Runoff water impacts would be less than significant.

f. Otherwise substantially degrade water quality?

Less Than Significant Impact with Mitigation. Water quality may be degraded if contaminated groundwater is discharged into the sewer or storm drain. Although the groundwater beneath the site would not pose a hazard, because adjacent land uses are listed in a hazardous materials database, groundwater may be contaminated. See item d below for full description of adjacent land uses (see item b in hazards section above).

Dewatering associated with the parking garage may draw in groundwater from around the project site. Although the available groundwater data has found no chemical constituents of concern in groundwater under the project site, its proximity to the off-site groundwater plume (12922 Panama Street) gives rise to the possibility that the dewatering could influence the plume or, in a worst case scenario, draw contaminated groundwater onto the site. Implementation of Mitigation Measure HAZ-1 would reduce this risk to a less than significant level.

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?

No Impact. The project site is outside of 100-year flood zones mapped by the Federal Emergency Management Agency,¹²⁵ and the project would not develop housing. No impact would occur.

h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The project site is outside of 100-year flood zones, and therefore the project buildings would not impede or redirect flood flows. No impact would occur.

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?

No Impact. The site does not lie within a 100-year flood zone, but is within dam hazard zones for Stone Canyon Reservoir, which is located in the Santa Monica Mountains approximately 8.5 miles north of the site.¹²⁶ The closest edges of the inundation zones for Mulholland and Lower Franklin reservoirs are each less than 0.3 miles from the project site. Flood waters for Stone Canyon Reservoir would arrive at the site over one hour after dam inundation, which is sufficient time to evacuate to higher ground on a bluff less than one-mile south of the site.¹²⁷ Stone Canyon Reservoir stores drinking water for the DWP. The dam impounding the Stone Canyon Reservoir is inspected periodically by the Division of Safety of Dams to ensure its reliability. Additionally, the project site is not in an area mapped as protected from 100-year floods by levees. No impact would occur.

j. Inundation by seiche, tsunami, or mudflow?

Less than Significant Impact.

Seiche. A seiche is an oscillating surface wave in a restricted or enclosed body of water, generated by ground motion, usually during an earthquake. Seiches are of concern relative to water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. As there are no large bodies of water on, or topographically upgradient in the immediate vicinity of the subject site, seiching is not considered to be a potential hazard for the site. No impact would occur.

¹²⁵ Federal Emergency Management Agency (FEMA). 2008, September 26. Flood Insurance Rate Map 06037C1760F. https://msc.fema.gov/portal/downloadProduct?filepath=/06/P/Firm/06037C1760F.png&productTypeID=FINAL_PRODUCT&productSubTypeID=FIRM_PANEL&productID=06037C1760F.

¹²⁶ California Office of Emergency Services (OES). 2007. Dam Inundation DVD.

¹²⁷ PlaceWorks. 2016, October. Geologic and Environmental Hazards Assessment Report, Proposed New School 12870 Panama Street.

Tsunami. Tsunamis are a type of earthquake-induced flooding produced by large-scale sudden disturbances of the sea floor. Tsunami waves interact with the shallow sea floor bathymetry upon approaching a landmass, resulting in an increase in wave height, and a destructive run-up (wave surge) into low-lying coastal areas. The project site is at an elevation of about 16 feet above mean sea level and is about 2.2 miles inland from the Pacific Ocean. The project site is outside but within about 1,000 feet of the Tsunami Hazard Zone.¹²⁸ The City of Los Angeles does not have evacuation plans for areas outside the hazard zone; however, because Culver Boulevard is a major street it is assumed that this may be a travel path if a tsunami occurs. The project site is outside of the Coastal Zone.¹²⁹ The new school site is not anticipated to be inundated by a tsunami; impacts would be less than significant.

Mudflow. A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. There are no slopes on or next to the project site that could generate a mudflow, and no impact would occur.

¹²⁸ California Department of Conservation. 2009, March 1. Tsunami Inundation Map for Emergency Planning: Venice Quadrangle. http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/LosAngeles/Documents/Tsunami_Inundation_Venice_Quad_LosAngeles.pdf.

¹²⁹ California's coastal zone generally extends 1,000 yards inland from the mean high tide line. In significant coastal estuarine habitat and recreational areas it extends inland to the first major ridgeline or 5 miles from the mean high tide line, whichever is less. In developed urban areas, the boundary is generally less than 1,000 yards. <https://coast.noaa.gov/czm/media/StateCZBoundaries.pdf>.

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

a. Physically divide an established community?

No Impact. The project site and land to the east, west, and south are developed with industrial and commercial uses. A residential community is located north of the project site across Panama Street. The proposed project would entail the placement of fences, buildings, and school structures on a site that currently contains fences, buildings, and structures. Project development would not divide an established community, and no impact would occur.

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?

Less than Significant Impact. The project site is located within the Palms-Mar Vista-Del Rey Community Plan Area, one of 35 community plan areas identified in the Los Angeles General Plan. The General Plan land use designations for the site are Limited Manufacturing and Light Manufacturing. There are two zoning designations for the site: M1-1 Limited Industrial and M2-1 Light Industrial.¹³⁰ Public schools, elementary and high (kindergarten through 12th grade) and private schools, elementary and high (kindergarten through 12th grade) are conditionally permitted in the M Zones. As part of the project, the Ocean Charter Schools is requesting an exemption from the City of Los Angeles land use designations. The California legislature granted school districts the power to exempt school construction projects from county and city land use and zoning requirements, provided the school district complies with the terms of Government Code Section 53094. As lead agency for the proposed project, LAUSD can approve or deny the request. If approved, LAUSD will initiate the following criteria for implementation of the City of Los Angeles land use overrides:

- Two-thirds of the LAUSD Board of Education must vote to render a City zoning ordinance inapplicable to a proposed use of property by the school district.
- Within 10 days of taking the action, the LAUSD Board of Education or their designee must provide the City with notice of the action under Government Code Section 53094.

If the request is denied by LAUSD, OCS would require a vesting conditional use permit under the authority of the City Planning Commission, Area Planning Commission, and Zoning Administrator. If denied by the City, the project could not move forward. With existing regulations the proposed project would not conflict with general plan and zoning.

Other land use designations for this site include:

- ZI-2427 Freeway Adjacent Advisory Notice for Sensitive Uses. In the City of Los Angeles, sites within 1,000 feet of freeways are in an area where a “Freeway Adjacent Advisory Notice” is distributed to all applicants for new projects and expansions of existing development involving sensitive uses, particularly schools and residential uses. A health risk

¹³⁰ City of Los Angeles. 2016, January 27. ZIMAS [Zone Info and Map Access System]. <http://zimas.lacity.org/>.

assessment has been prepared for this project to identify any freeway-related air toxics that may pose a risk to students and staff (see Air Quality section).

- Los Angeles Coastal Transportation Corridor Specific Plan Area. The Los Angeles CTCSP (Ordinance 168,999) was adopted by the City council on August 4, 1993. This area spans all or parts of the Westchester-Playa Del Rey Community Plan, the Palms-Mar Vista-Del Rey Community Plan, the Venice Community Plan and the Los Angeles International Airport Interim Plan. The plan is intended to guide development and provide a mechanism to fund specific transportation improvements due to impacts generated by the projected new commercial and industrial development within the specific plan area. Land uses such as schools are exempt from paying the traffic impact fee.¹³¹ Development of the proposed school would not conflict with existing plans, policies or regulations adopted for the purpose of avoiding or mitigating environmental effects; the impact would be less than significant.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project site is not in the plan area of a habitat conservation plan or natural community conservation plan, and no impact would occur.^{132,133}

¹³¹ Coastal Transportation Corridor Specific Plan and West Los Angeles Transportation Improvement and Mitigation Specific Plan (CTCSP/WLA TIMP) Amendment Project NOP. May 22, 2014. <http://planning.lacity.org/eir/nops/ENV-2014-1458-EIR.pdf>.

¹³² US Fish and Wildlife Service (USFWS). 2016, January 27. Habitat Conservation Plans. http://ecos.fws.gov/conserv_plans/servlet/gov.doi.hcp.servlets.PlanReport.

¹³³ California Department of Fish and Wildlife (CDFW). 2015, August. California Regional Conservation Plans. <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>.

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

a. Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. The project site is mapped Mineral Resource Zone 1 (MRZ-1) by the California Geological Survey, indicating that it is in an area where significant mineral deposits are known to be absent, or where there is considered to be little likelihood for the presence of such deposits.¹³⁴ No active mines are mapped in the western Los Angeles Basin.¹³⁵ The project site is approximately 0.25-mile northeast of the Playa Del Rey Oil Field. The nearest mapped active oil well to the project site is about 0.5 mile to the south.¹³⁶ The project site is developed with industrial use and is not available for mining; in addition, residential uses across Panama Street would be incompatible with mining operations on-site. As such, development of the proposed project would not cause a loss of availability of a known mineral resource valuable to the region and the state, and no impact would occur.

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?

No Impact. One available aggregate deposit site is identified in the City of Los Angeles General Plan, the Tujunga Alluvial Fan in the Lake View Terrace–Sun Valley area which is located approximately 17 miles north of the project site.¹³⁷ Therefore, development of the proposed project would not cause a loss of availability of a mining site, and no impact would occur.

¹³⁴ California Geological Survey (CGS). 1994a. Generalized Mineral Land Classification Map of Los Angeles County: South Half. Open File Report 94-14, Plate 1B. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_94-14/OFR_94-14_Plate1B.pdf.

¹³⁵ Office of Mine Reclamation (OMR). 2016, February 1. Mines Online. <http://maps.conservation.ca.gov/mol/mol-app.html>.

¹³⁶ Division of Oil, Gas, and Geothermal Resources (DOGGR). 2016, February 1. DOGGR Well Finder. <http://www.conservation.ca.gov/dog/Pages/WellFinder.aspx>.

¹³⁷ City of Los Angeles Department of City Planning. 2001, September 26. General Plan Conservation Element. <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>.

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

2014 CHPS Prerequisite Criteria	
EQ 14.0 – Acoustical Performance	LAUSD’s construction contractor shall ensure that construction equipment is properly tuned and maintained in accordance with manufacturer’s specifications, to ensure excessive noise is not generated by unmaintained equipment.
LAUSD Standard Conditions of Approval	
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 noise is not generated by unmaintained equipment.
SC-N-1	The LAUSD shall include features such as sound walls, building configuration, and other design features in order to attenuate exterior noise levels on a school campus to less than 70 dBA L ₁₀ or 67 dBA L _{eq} .
SC-N-2	<p>The LAUSD shall analyze the acoustical environment of the site (such as traffic) and the characteristics of planned building components (such as heating, ventilation, and air conditioning [HVAC]), and design to achieve interior classroom noise levels of less than 55 dBA L₁₀ or 45 dBA L_{eq} with maximum (unoccupied) reverberation times of 0.6 seconds. Noise reduction methods shall include, but are not limited to, sound walls, building and/or classroom insulation, HVAC modifications, double-paned windows, and other design features in order to achieve the noise standards.</p> <ul style="list-style-type: none"> • The District should acknowledge the ANSI (American National Standards Institute) S12 standard as a District goal that may presently not be achievable in all cases. • Where economically feasible, new school design should achieve classroom acoustical quality consistent with the ANSI standard and in no event exceed the current CHPS standard of 45 dBA. • Where economically feasible, new HVAC installations should be designed to achieve the lowest possible noise level consistent with the ANSI standard. In no event should these installations exceed the current CHPS standard of 45 dBA. • To promote the development of lower noise emitting HVAC units, the District’s purchase of new units should give preference to manufacturers producing the lowest noise level at the lowest cost. • Existing HVAC units operating in excess of 50 dBA should be modified.
SC-N-3	LAUSD shall require an acoustical analysis to identify feasible measures to reduce traffic noise increases to 3 dBA CNEL or less at the noise-sensitive land use. LAUSD shall implement recommended measures to reduce noise.

SC-N-4	<p>LAUSD shall incorporate long-term permanent noise attenuation measures between playgrounds, stadiums, and other noise-generating facilities and noise-sensitive land uses, to reduce noise levels to meet jurisdictional standards or an increase of 3 dB or less over ambient.</p> <p>Operational noise attenuation measures include, but are not limited to:</p> <ul style="list-style-type: none"> • buffer zones • berms • sound barriers: <ul style="list-style-type: none"> – buildings – masonry walls – enclosed bleacher foot wells – other site-specific project design features.
SC-N-5	<p>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.</p>
SC-N-6	<p>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.</p>
SC-N-7	<p>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.</p>
SC-N-8	<p>LAUSD shall meet with the construction contractor to discuss alternative methods of demolition and construction for activities within 25 feet of a historic building to reduce vibration impacts. During the preconstruction meeting, the construction contractor shall identify demolition methods not involving vibration-intensive construction equipment or activities. For example: sawing into sections that can be loaded onto trucks results in lower vibration levels than demolition by hydraulic hammers.</p> <ul style="list-style-type: none"> • Prior to construction activities, the construction contractor shall inspect and report on the current foundation and structural condition of the historic building. • The construction contractor shall implement alternative methods identified in the preconstruction meeting during demolition, excavation, and construction for work done within 25 feet of the historic building. • The construction contractor shall avoid use of vibratory rollers and packers adjacent to a historic building. • During demolition the construction contractor shall not phase any ground-impacting operations near a historic building to occur at the same time as any ground impacting operation associated with demolition and construction of a new building. • During demolition and construction, if any vibration levels cause cosmetic or structural damage to a historic building the District shall issue “stop-work” orders to the construction contractor immediately to prevent further damage. Work shall not restart until the building is stabilized and/or preventive measures to relieve further damage to the building are implemented.
SC-N-9	<p>LAUSD shall prepare a noise assessment.</p> <p>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. If 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:</p> <p><u>Source Controls</u></p> <ul style="list-style-type: none"> • 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.

Fundamentals of acoustics, the characterization of noise and vibration, and project-specific technical information (including existing regulations, calculation worksheets for construction noise and vibration, and project-generated traffic noise modeling results) can be found in Appendix K of this Initial Study.

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, state, City, and LAUSD have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction.

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?

Less Than Significant Impact. There are two established noise standards established for construction noise: Los Angeles Municipal Code Section 41.40 that limits allowable periods for construction activities and LAUSD Standard Condition of Approval SC-N-9 that has controls to limit construction noise. Compliance with construction noise standards is mandatory. Therefore, conflicts with construction noise standards would be less than significant. Nonetheless, it is expected that elevated noise levels would occur during construction of the proposed project. Elevated ambient noise conditions and potential construction noise level impacts are fully analyzed under item d), and construction vibration impacts are fully analyzed under item b).

Long-term operational noise would occur from project-related traffic and stationary noise sources. Traffic noise would be from increased vehicle flows on nearby roadways and stationary noise sources would include outdoor activities, vehicles idling during student drop-off and pick-up times, school buzzers or bells, landscaping equipment, and heating, ventilation, and air conditioning (HVAC) units. These traffic-related and stationary-related sources are discussed in the following sub-sections.

Mobile-Source Noise

The proposed project would construct a charter school with 19 classrooms for 532 kindergarten through 8th grade students. The new school would generate 1,320 vehicular trips per day on the local circulation network.¹³⁸ The traffic impact analysis conservatively assumed that the project-generated trips represented new traffic, even though all the trips would be shifted from the two existing schools, therefore project-related traffic has been overestimated.

A minimum 3 dB change in noise levels is necessary for human hearing to discern a change. Thus, for a significant impact, the proposed project would need to increase the ambient noise levels by 3 dB or more and ambient noise levels in the project area would need to exceed 60 dBA CNEL¹³⁹ at single-family residential land uses.¹⁴⁰ A project-induced increase of

¹³⁸ Garland Associates. April 2016. Traffic Impact Analysis for Ocean Charter School, 12870 Panama Street – Los Angeles (Del Rey).

¹³⁹ Community Noise Equivalent Level (CNEL). The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7 PM to 10 PM and 10 dB added from 10 PM to 7 AM.

5 dB, regardless of ambient noise levels, would be considered a significant impact. Table 10 shows the cumulative increase in traffic noise on each roadway segment for project buildout year conditions and full operation of the school.

Table 10 shows the cumulative increase in traffic noise on each roadway segment for project buildout year conditions and full operation of the school.

Table 10 Project-Related Traffic Noise, Year 2020 Conditions

Roadway	Segment	CNEL at 50 feet (dBA)			
		Existing Condition	2020 No Project	2020 With Project	Project Increase at Buildout
Maxella Ave.	Lincoln Blvd. to Glencoe Ave.	63.1	63.3	63.4	0.1
Glencoe Ave.	Maxella Ave. to Mindanao Way	63.1	63.3	63.4	0.1
Glencoe Ave.	Mindanao Way to Alla Rd.	63.1	63.3	63.4	0.1
Mindanao Way	Glencoe Ave. to Alla Rd.	64.6	64.8	64.8	0.0
Short Ave.	Alla Rd. to Beethoven St.	64.6	64.8	64.8	0.0
Short Ave.	Beethoven St. to Centinela Ave.	64.3	64.4	64.5	0.1
Alla Rd.	Short Ave. to Glencoe Ave.	64.3	64.4	64.5	0.1
Alla Rd.	Glencoe Ave. to Panama St.	67.0	67.1	67.2	0.1
Alla Rd.	Panama St. to Marina Expwy	67.3	67.5	67.6	0.1
Beethoven St.	Short Ave. to Panama St.	52.1	52.3	53.3	0.1
Panama St.	Alla Rd. to Beethoven St.	53.8	54.0	55.9	1.9
Panama St.	Beethoven St. to McConnell Ave.	52.1	52.3	53.0	0.7
Little Culver Blvd.	McConnell Ave. to Centinela Ave.	52.1	52.3	52.9	0.6
Centinela Ave.	Short Ave. to Little Culver Blvd.	71.4	71.6	71.6	0.0
Centinela Ave.	Little Culver Blvd. to Culver Blvd.	71.4	71.6	71.6	0.0
Culver Blvd.	Marina Expressway to Centinela Ave.	69.8	69.9	70.0	0.1
Marina Expressway, West Bound	Culver Blvd. to Alla Rd.	71.3	71.5	71.5	0.0

As shown, the project-related contributions to cumulative traffic noise would range from 0.0 to 1.9 dB. The project's contribution to cumulative traffic noise would be less than less than 3 dB and is therefore less than significant.

Stationary-Source Noise

Operation of the proposed project would generate noise from the use of stationary equipment, primarily HVAC systems. Other noise sources that are considered stationary include vehicles idling during student drop-off and pick-up times, students during outdoor activities, school buzzers or bells, and landscaping equipment.

Vehicle-related sounds during student drop-off and pick-up times (such as braking, car doors closing, honking, and idling engines) temporarily raise the localized ambient noise along the school frontage, but such events would last less than 30 minutes and would only occur twice a day during the school year. Therefore, student drop-off and pick-up activities would not significantly raise the community noise levels.

School staff parking would be in a subterranean garage with the access off of Panama Street; thus, noise associated with on-site parking would be negligible because it would be shielded from the community.

Additionally, under Sections 112.02 and 112.05 of the City of Los Angeles Municipal Code, noise attributable to school-related mechanical equipment (such as HVAC systems or any pumping, filtering, or heating equipment) should not exceed

¹⁴⁰ 60 dBA CNEL is the upper limit for the Los Angeles noise compatibility category of 'normally acceptable' for single-family residential land uses. The noise levels for the 'conditionally acceptable' compatibility category range from 55 to 70 dBA CNEL.

the ambient noise level by more than 5 decibels. Power equipment, including lawn mowers, backpack blowers, small lawn and garden tools, and riding tractors, are restricted to no more than 65 dBA L_{eq} at residential properties.¹⁴¹

LAUSD Standard Condition of Approval SC-N-2 also has restrictions on HVAC noise to limit potential noise impacts. Under the City of Los Angeles Municipal Code Sections 112.02 and 112.05, the presumed (i.e., unmeasured) ambient environment is set as 50 dBA during the daytime and 40 dBA during the nighttime;¹⁴² however, the actual measured data finds that the ambient noise surrounding the project site is 55.5 dBA L_{eq} during the daytime and 47 dBA L_{eq} during the nighttime.¹⁴³ Thus, the City's 5 decibel increase threshold for ambient-plus-project noise, the noise limits would be approximately 61 dBA during the daytime and 52 dBA during the nighttime.

The proposed project would be constructed in an area surrounded by commercial, office, manufacturing, and industrial uses on the south side of Panama Street, and single-family residential on the north side of Panama Street. The nearest residential receptors would be at least 100 feet from roof-mounted HVAC equipment on the northernmost school building. Distance attenuation plus barrier effects from the school building rooflines would reduce HVAC equipment noise emissions by approximately 30 to 40 dB. Based on the size of the buildings, a noise rating of 85 dBA at 3 feet is considered as a reasonable estimate for a standard industrial HVAC system. Thus, HVAC equipment would likely be in the range of 45 to 55 dBA at nearby residential receptors. This is below the existing daytime ambient and below the ambient-plus-project daytime limit under the City Municipal Code. The school is not expected to be in use between 10:00 PM and 7:00 AM, so significant nighttime noise would not occur. The ambient conditions are not expected to notably change due to the introduction of mechanical equipment sources at the proposed campus. Similarly, the use of powered landscaping equipment (such as lawn mowers, backpack blowers, and trimmers) would not be notably different than existing conditions.

The operation of the school would include the use of buzzers or bells to signal the beginning and ending of classes. Bells would not sound before or after school hours. Noise generated by the buzzers or bells would occur a few times for a short periods (less than 5 seconds) and only during the daytime hours. The speakers for bells would be directed toward the center of campus and away from residential areas. Buzzers or bells would not substantially elevate average daytime noise levels.

The school outdoor areas would be at the center of the campus and surrounded by buildings; therefore, noise from children outdoors during physical education or play time would not be significant. Because the operation of the school would not include major sources of stationary noise that would significantly raise the area's noise levels, impacts would be less than significant.

Noise Compatibility

The State of California's noise insulation standards are codified in the California Building Code. These noise standards are for new construction for the purposes of interior compatibility with exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive uses¹⁴⁴ are near major transportation noises, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For school classrooms, the acceptable interior noise limit for new construction is 45 dBA CNEL.

¹⁴¹ Equivalent Continuous Noise Level (Leq); also called the Energy-Equivalent Noise Level. The value of an equivalent, steady sound level which, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the Leq metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receptor over the specified duration.

¹⁴² Daytime is defined as 7:00 AM to 10:00 PM; nighttime is defined as 10:00 PM to 7:00 AM per the City of Los Angeles Municipal Code.

¹⁴³ Ambient noise measurements were conducted from Thursday, March 3 to Friday, March 4, 2016 by PlaceWorks staff. See Appendix K of this Initial Study for additional details.

¹⁴⁴ Noise-sensitive land uses and noise sensitive receptors are land uses where quiet environments are necessary for enjoyment and public health and safety. Examples are residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes.

LAUSD Standard Conditions of Approval SC-N-1 and SC-N-2 require exterior noise levels of less than 70 dBA L₁₀ or 67 dBA L_{eq}, and interior classroom spaces should achieve noise levels of no more than 45 dBA L_{eq}, no more than 55 dBA L₁₀, and no greater than 0.6 seconds for reverberation time (in furnished but unoccupied spaces).¹⁴⁵

The site is also within the City of Los Angeles zone ZI-2427 Freeway Adjacent Advisory Notice for Sensitive Uses, which requires the city to send a “Freeway Adjacent Advisory Notice” to Ocean Charter Schools.

The primary noise sources in the vicinity of the project site are Culver Boulevard, Marina Expressway, and Panama Street. In addition, background noise from traffic on Alla Road, McConnell Avenue, and Little Culver Boulevard would be audible but negligible at the project site due to distance, shielding from intervening structures, and/or low traffic volumes and speeds.

According to the noise field survey, the existing daytime noise levels at the site are 57.2 dBA CNEL. Thus, noise levels would not exceed the state’s exterior threshold of 60 dBA CNEL—and trigger a mandated acoustical study (aimed at examining the exterior-to-interior acoustical properties)—or the state’s 45 dBA CNEL interior threshold. Additionally, as shown in Table 10 the exterior environment along Panama Street during the in-session daytime hours are below the LAUSD 70 dBA L₁₀ or 67 dBA L_{eq} thresholds. School buildings would meet LAUSD’s standard for interior reverberation time (i.e., reflective sound buildup inside the classrooms). Thus, exterior and interior noise compatibility criteria would be met, and impacts would be less than significant.

For project-related mobile noise sources, stationary noise sources, and noise compatibility issues, impacts would be less than significant.

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Operations Vibration

Typically, the types land uses that result in vibration impacts are industrial businesses that use heavy machinery or railroads where passing trains generate perceptible levels of vibration. The proposed project is a charter school, and there would be no significant vibration-generating sources during operation; therefore, no impacts would occur.

Construction Vibration

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures, the equipment used, and the proximity to vibration-sensitive uses. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings near a construction site varies depending on soil type, ground strata, and receptor building construction. The generation of vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels. Ground vibrations from construction activities rarely reach levels that can damage structures, but can achieve levels in buildings close to a construction site that are perceptible.¹⁴⁶ Table 11 lists vibration levels for different types of construction equipment.

¹⁴⁵ Statistical Sound Level (Ln). The sound level that is exceeded “n” percent of time during a given sample period. For example, the L50 level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the “median sound level.” The L10 level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the “intrusive sound level.” The L90 is the sound level exceeded 90 percent of the time and is often considered the “effective background level” or “residual noise level.”

¹⁴⁶ Federal Transit Administration (FTA). 2006, May. Transit Noise and Vibration Impact Assessment. U.S. Department of Transportation (DoT). FTA-VA-90-1003-06.

Table 11 Construction Equipment Vibration Levels

Equipment	Approximate RMS ¹ Velocity at 25 feet (VdB)	Approximate PPV at 25 feet (in/sec)
Pile Driver, Impact (Upper Range)	112	1.518
Pile Driver, Impact (Typical)	104	0.644
Pile Driver, Sonic (Upper Range)	105	0.734
Pile Driver, Sonic (Typical)	93	0.170
Vibratory Roller	94	0.210
Large Bulldozer	87	0.089
Crane-Mounted Auger Drill	87	0.089
Loaded Trucks	86	0.076
Jackhammer	79	0.035
Small Bulldozer	58	0.003

Source: Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment, May 2006.

¹ RMS velocity calculated from vibration level (VdB) using the reference of 1 microinch/second and a crest factor of 4.

Construction vibration effects are typically assessed in terms of either architectural damage or annoyance to nearby people. Construction equipment such as jackhammers, high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) could generate vibration in the immediate vicinity.

Typical construction equipment rarely exceeds vibration levels that are perceptible.¹⁴⁷ Groundborne vibration is rarely annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers. For annoyance, vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames; impacts are based on the distance to the nearest building.¹⁴⁸

Construction Vibration-Induced Annoyance

The threshold at which construction vibration becomes annoying is 78 VdB for residents, 84 VdB for office workers, and 90 VdB for workshop or industrial workers.¹⁴⁹ Human annoyance occurs when vibration rises significantly above the threshold of human perception for extended periods of time. Vibration-related construction activities would occur in the daytime when people are least sensitive to vibration levels.

Table 12 shows the vibration levels from typical construction equipment at adjacent receptors. As shown, vibration from construction activities is not anticipated to be perceptible at the nearest off-site receptors.

¹⁴⁷ As measured at a distance of 25 feet from an individual piece of equipment perceptible vibration would be 0.1 peak particle velocity (PPV) in inches per second. Architectural damage at typical building structures may occur at 0.2 to 0.5 PPV in inches per second.

¹⁴⁸ Federal Transit Administration (FTA). 2006, May. Transit Noise and Vibration Impact Assessment. United States Department of Transportation. FTA-VA-90-1003-06.

¹⁴⁹ Federal Transit Administration (FTA). 2006, May. Transit Noise and Vibration Impact Assessment. United States Department of Transportation. FTA-VA-90-1003-06.

Table 12 Construction Equipment Vibration Annoyance

Equipment	Vibration Annoyance Threshold		
	Residential to the North (172 Feet) ¹ [78 VdB] ²	Industrial to the East (220 Feet) ¹ [84 VdB] ²	Storage to the South (120 Feet) ¹ [90 VdB] ²
Vibratory Roller	77	75	80
Hydraulic Excavators	75	73	78
Graders	75	73	78
Front-end Loaders	77	75	80
Large bulldozer ³	70	68	73
Small bulldozer ³	41	39	44
Jackhammer	62	60	65
Loaded trucks	69	67	72

Source: Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment, May 2006.

Note: Values do not exceed FTA annoyance thresholds.

- ¹ Construction activities are typically distributed throughout the project site and would only occur for a limited duration when vibration producing equipment is operating in close proximity to receptors. Therefore, distances to the nearest receptors are measured from the center of the construction site to represent the average vibration level.
- ² Residences have a daytime residential threshold of 78 VdB; industrial buildings have a "office" threshold of 84 VdB; the storage facility has a "workshop" threshold of 90 VdB (because of the lack of occupancy during any given day).
- ³ A large bulldozer is above an operating weight of 85,000 pounds (represented by a Caterpillar D8-class or larger); medium bulldozer has an operating weight range of 25,000 to 60,000 pounds (such as a Caterpillar D6- or D7-class); and a small bulldozer has an operating weight range of 15,000 to 20,000 pounds (such as a Caterpillar D3-, D4-, or D5-class).

Vibration-intensive equipment identified in the table may be operating at or near the project boundary and, thus, would be as close as five feet from the adjacent east building. All these pieces of heavy equipment would approach or exceed the thresholds for human annoyance while temporarily in proximity to receptors (i.e., less than approximately 40 feet). As heavy construction equipment moves around the project site, average vibration levels at the nearest structures would diminish with increasing distance between structures and the equipment and would generally not be perceptible.

As required by the City of Los Angeles Municipal Code Section 41.40, construction activities would not occur outside of the allowable hours of 7:00 AM to 9:00 PM Monday through Friday or 8:00 AM and 6:00 PM on Saturdays. No construction activities would occur on Sundays or federal holidays. Additionally, implementation of LAUSD Standard Condition of Approval SC-N-9 adds further restrictions to construction operations. Annoyance vibration impacts would be less than significant.

Construction Vibration-Induced Architectural Damage

The threshold for risk of architectural damage is 0.2 peak particle velocity (PPV) in inches per second for nonengineered timber and masonry buildings; 0.3 PPV for engineered concrete and masonry buildings; and 0.5 PPV for reinforced concrete, steel, or timber buildings. Ground vibration from typical construction activities rarely reach levels that can damage structures.¹⁵⁰

The nearest off-site structures are single-family residences to the north, industrial to the east, and a storage facility to the south. Table 13 shows the vibration levels from construction equipment at adjacent buildings.

¹⁵⁰ Federal Transit Administration (FTA). 2006, May. Transit Noise and Vibration Impact Assessment. United States Department of Transportation. FTA-VA-90-1003-06.

Table 13 Construction Equipment Vibration Damage

Equipment	Vibration Damage Threshold		
	Residential to the North (80 Feet) ¹ [0.2 PPV] ²	Industrial to the East (15 Feet) ^{1,3} [0.5 PPV] ²	Storage to the South (20 Feet) ^{1,3} [0.3 PPV] ²
Vibratory Roller	0.037	~0.2	~0.2
Hydraulic Excavators	0.028	~0.2	~0.2
Graders	0.028	~0.2	~0.2
Front-end Loaders	0.037	~0.2	~0.2
Large bulldozer	0.016	~0.2	~0.1
Small bulldozer	0.001	~0.2	~0.005
Jackhammer	0.006	~0.2	~0.05
Loaded trucks	0.013	~0.2	~0.1

Source: Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment, May 2006.

Note: Values do not exceed the FTA threshold. All distances are approximate and are measured from location of heavy or vibration-intensive construction equipment to receptor building. Excavation, building construction, and the use of heavy or vibration-intensive construction, such as vibratory rollers or large bulldozers, would not occur within 15 feet of an adjacent building.

~ = approximately

¹ For architectural damage, the maximum vibration levels at the closest foreseeable distance to construction activities are typically applied to this type of evaluation (since damage only needs one occurrence of excessive groundborne energy).

² Residences have a nonengineered timber and masonry building threshold of 0.2 PPV; industrial buildings have a reinforced concrete, steel, or timber threshold of 0.5 PPV; the storage facility has an engineered concrete and masonry threshold of 0.3 PPV.

³ Note that the use of the FTA calculation formulae at distances less than 25 feet should generally be avoided because the underlying premises and methodologies become increasingly less applicable with decreasing distance to equipment or process source.

As shown construction equipment larger than a jackhammer or small bulldozer may cause architectural damage to the industrial building to the east, due to the very close proximity to project construction activities.

As part of the project, implementation of LAUSD Standard Condition of Approval SC-N-6 requires the use of less-vibration-intensive equipment when working next to existing buildings. Alternatives that shall be considered include mechanical methods using hydraulic crushers or deconstruction techniques. Additionally, although the building to the east is not considered historic, because it is an operating business, SC-N-8 would be applied to reduce the possibility of architectural damage, specifically, alternative construction methods. Additionally, implementation of inspection and reporting on the current foundation and structural condition of the existing building to document damage and repairs is required. Therefore, with implementation of these standard conditions, impacts from vibration-induced architectural damage at off-site structures would be less than significant.

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. As described in section a) above, increases in operational noise levels related to the proposed project would not substantially increase the existing noise environment. Therefore, permanent noise impacts would be less than significant.

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. Noise generated during construction is based on the type of equipment used, the location of the equipment relative to sensitive receptors, amount of equipment operating at the same time, and the timing and duration of the noise-generating activities. Sensitivity to noise is based on the location of the equipment relative to sensitive receptors, time of day, and the duration of the noise-generating activities. Two types of short-term noise could occur during construction: (1) mobile-source noise from the transport of workers, material deliveries, and debris/soil hauling and (2) on-site noise from use of construction equipment. Demolition and construction activities are anticipated to start in the 2018 and last approximately 16 months.

Construction Vehicles

The transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadways. The primary regional access route for construction vehicles to the project site would be Centinela Avenue, Culver Boulevard, Lincoln Boulevard, and Marina Expressway. The majority of the land uses in the vicinity of the project site along routes used for construction vehicles are commercial and industrial and are not considered noise-sensitive uses. Local access would be via Alla Road and Panama Street. The nearest residential area along roadways is north of the site along Panama Street between Alla Road and McConnell Avenue. It is anticipated that construction-related activities would generate, as a worst-case during the most active phase of construction, a total of 69 construction trips per day.¹⁵¹ The existing roadway volumes along the segment of Panama Street near the project site are from 1,000 to 1,500 ADT. Thus, the number of construction-related trips would result in negligible increases when compared to the level of noise currently generated on the roadways.¹⁵² While individual construction vehicle pass-bys may create momentary noise levels of up to approximately 85 dBA (L_{max}) at 50 feet from the vehicle, these occurrences would be infrequent and primarily during nonpeak traffic periods. Therefore, noise impacts from construction-related traffic would be less than significant.

Construction Equipment

Each stage of construction involves the use of different kinds of construction equipment and therefore has its own distinct noise characteristics. Noise levels from construction activities are dominated by the loudest piece of equipment and generally occur during the site preparation and grading phase, when bulldozers, backhoes, and graders are used. Table 14 shows the average noise levels from individual pieces of construction equipment.

Table 14 Average Construction Equipment Noise Levels

Type of Equipment	Average Measured Sound Levels (dBA at 50 feet)	Type of Equipment	Average Measured Sound Levels (dBA at 50 feet)
Pile Driver, Impact	101	Jack Hammers	88
Pile Driver, Sonic	96	Pneumatic Tools	85
Ballast Tamper	83	Pumps	76
Compactor	82	Dozer, Small	80
Concrete Mixer	85	Dozer, Large	86
Crane, Mobile	83	Hydraulic Backhoe	85
Crane, Derrick	88	Hydraulic Excavators	82
Loader, Large	85	Graders	85
Loader, Front-End	79	Air Compressors	81
Paver	89	Trucks	91
Scraper	89		

Source: EPA, 1971; FTA, 2006.¹⁵³

Construction Noise

According to Section 41.40 of the Los Angeles Municipal Code, construction or repair work is allowed between 7:00 AM and 9:00 PM, Monday through Friday, and between 9:00 AM and 6:00 PM on Saturdays. No construction work is to be conducted on Sundays or federal holidays. Further, Section 112.05 specifies the maximum noise level from powered equipment¹⁵⁴ as 75 dBA at a distance of 50 feet from the source.¹⁵⁵ Therefore, a significant impact would occur if 1)

¹⁵¹ The 69 trips per day comprise total worker plus vendor plus haul trucks during the grading construction phase, which is the construction phase that would generate the highest number of trips. A total of 2,977 haul trips divided by the 43-day duration yields an average of 69 trips per day. This estimate was based on data provided by OCS and on the methodology used in the air quality assessment for calculating construction-related trips.

¹⁵² The 69 additional trips compared to the existing 1,000 is less than a 7 percent increase. This would result in a negligible noise increase of less than 0.3 dB.

¹⁵³ U.S. Environmental Protection Agency (EPA). 1971, December. Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances. Prepared by Bolt Beranek and Newman (Cambridge, MA) for the U.S. EPA Office of Noise Abatement and Control. Washington, D.C.; Federal Transit Administration (FTA). 2006, May. Transit Noise and Vibration Impact Assessment. U.S. Department of Transportation (DoT). FTA-VA-90-1003-06.

¹⁵⁴ The specified equipment for this limitation includes: 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.

construction were to occur outside of the allowable hours or 2) such activities generated more than the allowable noise with no attempt to reduce that noise. Table 15 shows the maximum operational noise levels of heavy construction equipment.

Table 15 Maximum Heavy Construction Equipment Noise Levels

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 ft.)	Suggested Maximum Sound Levels for Analysis (dBA at 50 ft.)
Jack Hammers	75-88	82
Pneumatic Tools	78-88	85
Pumps	74-84	80
Dozers	77-90	85
Pile Driver, Impact	95-110	105
Pile Driver, Sonic	90-105	100
Scrapers	83-91	87
Haul Trucks	83-94	88
Cranes	79-86	82
Portable Generators	71-87	80
Rollers	75-82	80
Tractors	77-82	80
Front-End Loaders	77-90	86
Hydraulic Backhoe	81-90	86
Hydraulic Excavators	81-90	86
Graders	79-89	86
Air Compressors	76-89	86
Trucks	81-87	86

Source: EPA, 1971.¹⁵⁶

Construction equipment typically moves around on the project site and under variable power levels. Noise from construction equipment decreases by 6 to 7.5 dB with each doubling of distance between the source and receptor.¹⁵⁷ For example, the noise levels from a bulldozer that generates 85 dBA at 50 feet would measure 79 dBA at 100 feet, 73 dBA at 200 feet, 67 dBA at 400 feet, and 61 dBA at 800 feet (conservatively using a 6 dB per doubling of distance attenuation factor). Also, noise levels are typically reduced from this value due to usage factors¹⁵⁸ as well as the barrier effects provided by the physical structures once erected.

Commercial, industrial, and storage facilities are not considered sensitive receptors. The nearest off-site sensitive receptors are residences approximately 80 feet to the north (across Panama Street). At this distance, the energy-average construction noise levels would be expected to average 85 dBA L_{eq} at the homes directly across from the construction work. Maximum concentrated construction noise levels could be 4 dB higher, or 89 dBA L_{max} , at the homes across Panama Street. Thus, construction activity would be expected to exceed the noise ordinance’s limit of 75 dBA at all adjacent properties that have line-of-sight to the construction activities.

Compliance with Section 41.40 of the Los Angeles Municipal Code would limit construction activities to the least noise sensitive portions of the day for the sensitive receptors. Implementation of LAUSD Standard Condition of Approval SC-AQ-2 requires well-running equipment, and SC-N-9 requires source controls (time constraints, equipment location and type

¹⁵⁵ However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the noise limitation cannot be met despite the use of mufflers, shields, sound barriers, and/or any other noise reduction device or techniques during the operation of equipment.

¹⁵⁶ U.S. Environmental Protection Agency (EPA). 1971, December. Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances. Prepared by Bolt Beranek and Newman (Cambridge, MA) for the U.S. EPA Office of Noise Abatement and Control. Washington, D.C.

¹⁵⁷ As sound energy travels outward from the source, spreading loss accounts for a 6 dB decrease in noise level. Soft ground and atmospheric absorption effects can add another decrement of 1.5 dB (for a total of 7.5 dB per distance doubling).

¹⁵⁸ Usage factor is the percentage of time during the workday that the equipment is operating at full power (on which the reference noise ratings for typical average and typical maximum noise emissions are based).

restrictions, etc.), path controls (noise barriers), and/or receptor controls (notification and noise complaint process) to reduce noise impacts.

A significant construction noise impact would occur if 1) construction was to occur outside of the allowable hours or 2) such activities generated more than the allowable noise with no attempt to reduce that noise. With implementation of Section 41.40 of the Los Angeles Municipal Code and LAUSD SC-N-9, the project construction would occur within the permitted time. Additionally, LAUSD SC-AQ-2 that equipment be well tuned and SC-N-9 requires the implementation of construction noise reduction methods. With these time restrictions and noise level reduction methods, construction noise impacts would be less than significant.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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?

No Impact. The nearest public airport is Los Angeles International Airport (LAX). The closest runway at LAX is 24R, which approximately 2.4 miles to the southwest of the site. The next closest public aircraft facility is Santa Monica Airport at approximately 2.6 miles to the north of the project site. The proposed campus is outside the 65 dBA CNEL noise exposure contours for both of these airports. Thus, project development would not expose people working on-site to excessive noise levels related to operation of any public aircraft facilities. No impacts would occur.

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?

No Impact. There are no private airstrips within 10 miles of the project site.¹⁵⁹ While, there are many private heliports within approximately 5 miles, the two-story buildings and school development would not cause hazards to people on-site from helicopters approaching or departing heliports. There closest private heliports to the project site are:

- Ritz-Carlton Hotel Company Heliport (CA79) at 1.3 miles to the west
- Playa Vista 2 Heliport (7CL6) at 1.2 miles to the east
- Hughes Corporate Heliport (CL71) at 1.3 miles to the south

While operations at these private aircraft facilities may, at times, be audible at the site, the relatively limited and sporadic use of these heliports for corporate travel or medical emergencies, coupled with the distances between them and the project site, would result in negligible amounts of noise at the campus. Therefore, development of the project would not expose people onsite to excessive noise levels from helicopters approaching or departing these heliport facilities, and no impact would occur.

¹⁵⁹ Airnav.com. 2016, January 28. Airport Information. <http://www.airnav.com/airports/>.

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create unsafe routes to schools for students walking from local neighborhoods?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a site that is adjacent to or near a major arterial roadway or freeway that may pose a safety hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

LAUSD Standard Conditions of Approval	
SC-PED-1	<p>Caltrans SR2S Program.</p> <p>The LAUSD is a participant in the SR2S program administered by Caltrans and local law enforcement and transportation agencies. OEHS provides pedestrian safety evaluations as a component of traffic studies conducted for new school projects. This pedestrian safety evaluation includes a determination of whether adequate walkways and sidewalks are provided along the perimeter of, across from, and adjacent to a proposed school site and along the paths of identified pedestrian routes within a 0.25-mile radius of a proposed school site. The purpose of this review is to ensure that pedestrians are adequately separated from vehicular traffic.</p>
SC-PED-2	<p>OEHS CEQA Specification Manual, Appendix C, Traffic and Pedestrian Safety Requirements.</p> <p>LAUSD has developed these performance guidelines to minimize potential pedestrian safety risks to students, faculty and staff, and visitors at LAUSD schools. The performance guidelines include the requirements for: student drop-off and pick-up areas, vehicle access, and pedestrian routes to school. Appendix C states school traffic studies shall identify measures to ensure separation between pedestrians and vehicles along potential pedestrian routes, such as sidewalks, crosswalks, bike paths, crossing guards, pedestrian and traffic signals, stop signs, warning signs, and other pedestrian access measures.</p>
SC-PED-3	<p>OEHS CEQA Specification Manual, Appendix D, Sidewalk Requirements for New Schools.</p> <p>LAUSD shall coordinate with the responsible traffic jurisdiction/agency to ensure these areas are improved prior to the opening of a school. Improvements shall include, but are not limited to:</p> <ul style="list-style-type: none"> • Clearly designate passenger loading areas with the use of signage, painted curbs, etc. • Install new walkway and/or sidewalk segments where none exist. • Any substandard walkway/sidewalk segments shall be improved to a minimum of eight feet wide. • Provide other alternative measures that separate foot traffic from vehicular traffic, such as distinct travel pathways or barricades.
SC-PED-4	<p>School Traffic Safety Reference Guide REF-4492.1.</p> <p>This Reference Guide replaces Reference Guide 4492.0, School Traffic Safety, September 30, 2008. Updated information is provided, including new guidance on passenger loading zones and the Safety Valet Program. Guide sets forth requirements for traffic and pedestrian safety, and procedures for school principals to request assistance from OEHS, the Los Angeles Schools Police Department (LASPD), or the local police department regarding traffic and pedestrian safety. Distribution and posting of the Back to School Safety Tips flyer is required. This guide also includes procedures for traffic surveys, parking restrictions, crosswalks, advance warning signs (school zone), school parking signage, traffic controls, crossing guards, or for determinations on whether vehicle enforcement is required to ensure the safety of students and staff.</p>
SC-PED-5	<p>School Design Guide. (Book Two General Criteria, Section 2.3.B)</p> <p>The Guide states student drop-off and pick-up, bus loading areas, and parking areas shall be separated to allow students to enter and exit the school grounds safely.</p>
SC-T-3	<p>Coordinate with the local City or County jurisdiction and agree on the following:</p> <ul style="list-style-type: none"> • Compliance with the jurisdiction's design guidelines for access, parking, and circulation in the vicinity of the project. • Scope of analysis and methodology for the traffic and pedestrian study, including trip generation rates, trip distribution, number and location of intersections to be studied, and traffic impact thresholds. • Implementation of SRTS, traffic control and pedestrian safety devices. • Fair share contribution and/or other mitigation measures for potential traffic impacts. • Traffic and pedestrian safety impact studies shall address local traffic and congestion during morning arrival times,

	<p>and before and after evening stadium events.</p> <ul style="list-style-type: none"> • Traffic study will use the latest version of Institute of Transportation Engineer’s (ITE) Trip Generation manual to determine trip generation rates (parent vehicles, school buses, staff/faculty vehicles, and delivery vehicles) based on the size of the school facility and the specific school type (e.g., Magnet, Charter, etc.), unless otherwise required by local jurisdiction. • Loading zones will be analyzed to determine the adequacy as pick-up and drop-off points. Recommendations will be developed in consultation with the local jurisdiction for curb loading bays or curb parking restrictions to accommodate loading needs and will control double parking and across-the-street loading.
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.

Notes: text in *italics* shows specific requirement identified in the criteria or condition.

a. Substantially increase vehicular and/or pedestrian safety hazards due to a design feature or incompatible uses?

Less Than Significant Impact. The project site is in a densely developed urban area characterized by residential, commercial, and industrial land uses. Incompatible uses for a school would include agricultural operations or logistic distribution centers that have large tractors, semi-trailer trucks, and oversized equipment traveling the local roadways that may create a hazard to cars or pedestrians. The Teledyne manufacturing business on the project site previously generated employee and delivery truck traffic 24 hours a day. The proposed school would generate passenger vehicle traffic (mainly personal vehicles and trucks), non-motorized traffic (pedestrians and bicyclists), and limited truck traffic for school deliveries. Based on current enrollment, it is likely that the proposed school would primarily serve the surrounding residential community and would be compatible with urban land uses. Compatibility impacts would be less than significant.

Project design features that would result in vehicular and/or pedestrian safety hazards would be sharp curves or dangerous intersections. This may include new roads or driveways on busy roadways with left or right turns that force cross-traffic and create conflicts between cars and people. The existing roadway volume along the segment of Panama Street near the project site is from 1,000 to 1,500 ADT and is not considered a busy roadway. The new school project would have new driveway locations and would include a driveway for the parking garage. However, the project design will include safety features such as signs and design components such as a dedicated 250-foot-long curb cut with an 8-foot-long inlet that would permit curbside drop-off and pick-up, designed to ensure that traffic is not obstructed and no vehicular and/or pedestrian safety hazards are created.

Project design would include standard driveway widths, turning radii, and provision of adequate line of sight to avoid design elements that would avoid or reduce conflict hazards. “Sight Distance Standards” from the Caltrans Highway Design Manual relates minimum sight distance values to a range of design speeds.¹⁶⁰ Because Panama Street is currently signed “No Parking 7 AM to 8 PM” along the south side of the street and “1 Hour 8 AM to 6 PM” on the north side, long-term street parking for staff and guests would not be permitted. The school driveway and curbside drop-off and pick-up area would be clearly visible and not obstructed by parked cars. Additionally, LAUSD SC-PED-2, SC-PED-3, SC-PED-5, and SC-T-3 have design standards for new schools that minimize potential pedestrian safety risks to students, faculty and staff, and visitors, such as site selection, separation between pedestrians and vehicles, placement and design of driveways and delivery vehicle access, drop-off and pick-up area, traffic controls and pedestrian safety devices, sidewalks, and safe travel paths. Construction of the proposed project would include the use of trucks and equipment accessing the project site via local roads. However, LAUSD SC-PED-2 requires a construction worksite traffic control plan to be prepared and implemented per LADOT and Caltrans standards. The project would not increase vehicular or pedestrian safety hazards because of its design; impacts would be less than significant.

b. Create unsafe routes to schools for students walking from local neighborhoods?

Less Than Significant Impact. The proposed school would generate increased motorized (cars and trucks) and non-motorized (pedestrians and bicyclists) travel. Vehicle traffic would be transferred from the two existing Ocean Charter Schools: Mar Vista Campus on Culver Boulevard, and because of the close proximity (approximately .25 mile) it is

¹⁶⁰ California Department of Transportation (Caltrans). 2012, May 7. Highway Design Manual. Table 201.1: Sight Distance Standards. <http://www.dot.ca.gov/hq/oppd/hdm/pdf/english/chp0200.pdf>.

anticipated that most of the pedestrian and bike traffic would be transferred from these existing campuses to the new campus. The proposed project would increase the concentration of pedestrians, bicycles, and vehicles on Panama Street; vehicular turning movements at the school driveway; at the nearby intersections; and in the general vicinity. Similar to the existing schools, this may increase the number of traffic conflicts and the possibility of an accident occurring. The following discusses existing and planned pedestrian and bicycle facilities in the surrounding area.

Existing Pedestrian Facilities

All streets in the surrounding area near the school site have sidewalks on both sides of the street, with the exception of the following:

- South side of Panama Street from Alla Road to little Culver Boulevard
- East side of Alla Road from Panama Street to Culver Boulevard
- West side of Alla Road from Panama Street to Marina Expressway

Along the south side of Panama Street there is a 20- to 25-foot setback for buildings that is landscaped with turf; this is considered an acceptable walking surface. However, an approximately 100-foot connection between this walkable area and the Culver Boulevard multi-use path to the north has no sidewalk or walkable path because of several obstructions, including a power pole with street light, a stop sign and a parking sign, trees, tree stumps, and ornamental grass landscape. Because this section has so many obstructions pedestrians and bicyclists traveling south on the Culver Boulevard multi-use path are forced to either travel in the street against oncoming traffic or cross little Culver Boulevard west then cross McConnell Avenue south and continue along the north side of Panama Street. The first safe opportunity to cross back over to the south side of Panama Street occurs at the 3-way stop at Panama Street and Beethoven Street; however there are currently no crosswalks at this intersection.

Another hazard for pedestrians and bicyclists using this unpaved path is crossing existing driveways. Although only a few driveway are currently being used, people using the wide setback for travel are at risk from vehicles entering and departing these companies. Drivers are more accustomed to looking for people within the sidewalk zone as they cross driveways. With such a wide space people could be anywhere within the 20- to 25-foot long driveway and may not be seen by drivers.

All of the signalized intersections in the study area have painted crosswalks, pedestrian signals, and pedestrian push buttons to activate the signals.

Existing Bike Facilities

The existing bicycle network is a series of disjointed streets and pathways on which bicycling is encouraged. Standard bicycle facilities are designated Class I, Class II, and Class III Bikeways.

- A Class I Bikeway (Bicycle Path or Multi-Use Path) is a paved pathway separated from motorized vehicular traffic by an open space or barrier either within the highway right-of-way or within an independent alignment. Bicycle paths can be used by bicyclists, pedestrians, skaters, wheelchair users, joggers, and other nonmotorized users.
- A Class II Bikeway (Bicycle Lane) is a striped lane for one-way bicycle travel on a street.
- A Class III Bikeway (Bicycle Route) is a shared roadway specifically identified for use by bicyclists, identified by signs only, providing a superior route based on traffic volumes and speeds, street width, directness, and/or cross-street priority.

Pursuant to the California Vehicle Code, bicycles are allowed on any street; however because of high vehicle speeds, narrow space to accommodate bikes, and parked cars, some streets in the area may be considered dangerous for bicyclists. This includes Culver Boulevard and Centinela Avenue. In this area, Braddock Avenue is an example of a bike-friendly street, because there is a separate striped lane dedicated exclusively for bicyclists. McConnell Avenue, between Culver Boulevard and the Ballona Creek Multi-Use Path, is also considered bike-friendly because of the designated shared bicycle and vehicle lanes.

The majority of the surrounding area is heavily developed, but development patterns and streetscape conditions vary considerably. Some areas are very dense with heavy traffic and few bike facilities, some residential areas have narrower street widths with on street parking, other areas are characterized by industrial land uses offering little in the way of bicycle and pedestrian amenities. The following bicycle facilities are in the surrounding area:

- Alla Road from Marina Expressway to Maxella Avenue (Class II)
- Mindanao Way from Alla Road to Centinela Avenue (Class II)
- Braddock Drive from Culver Boulevard to Centinela Avenue (Class II)
- Ballona Creek Multi-Use Path (7 mile Class I) along the channelized Ballona Creek from Syd Kronenthal Park in east Culver City (National Boulevard) south to the Pacific Ocean, where it connects with the Santa Monica Beach and South Bay Bike Path
- Culver Boulevard Multi-Use Path (1.9-mile Class I) from Elenda Street in Culver City south to McConnell Avenue

Planned Bike Facilities

The City of Los Angeles currently has a draft Westside Mobility Plan which proposes new and improved bicycle and pedestrian facilities as part of the Active Modes Project.¹⁶¹ The following describes improvements to the surrounding streets to accommodate bicycle and pedestrian facilities.

Planned Multi-Use Paths. A multi-use path is a facility that provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with few interruptions from crossing motor vehicle traffic.

- Centinela Creek Path. Centinela Creek path from Ballona Creek to Centinela Avenue east of the I-405
- Beethoven St - McConnell Avenue - Proposed Multi-Use Path Connector. This proposed multi-use path would provide a connection over the Ballona Creek, linking Beethoven St and McConnell Av enhanced bike-friendly streets

Planned Bike Lanes. New bike lanes would provide a right-of-way designated for the use of bicycles within a striped lane on a street. Vehicle parking and vehicle/pedestrian cross-flow would be permitted. Enhancements to bike lanes would include buffered lanes, which provide a striped buffer between the bike lane and the vehicle lane.

- Culver Boulevard bike lane from McConnell Avenue to Playa del Rey (Class II)

Planned Bike Friendly Street. Bicycle friendly streets are typically lower traffic volume local and collector streets that provide a bicycle facility in a shared lane with motor vehicles. The facilities are often striped with shared lane markings, "Sharrows", and are augmented with traffic calming elements such as mini traffic circles, curb extensions, or other physical devices that encourage motor vehicles to travel at slower speeds.

- Panama Street
- Glencoe Avenue
- Braddock Drive
- Inglewood Boulevard

Planned Enhanced Bike Friendly Street. These corridors would be further prioritized for bikes through more frequent traffic calming elements than on a standard bike friendly street.

- McConnell Avenue
- Bonaparte Avenue
- Beethoven Street

¹⁶¹ Westside Mobility Plan Interactive Map. <http://www.westsidemobilityplan.com/westside-mobility-plan-interactive-map/>

Project Improvements

As part of the proposed project, OCS would make several improvements to the pedestrian and bicycle facilities near the school. The OCS project would construct an 8-foot sidewalk along Panama Street at the property frontage. Additionally, the proposed creative office project to the south would improve the frontage area adjacent to the development with sidewalks. OCS will request that the City complete the missing sidewalk from the northern property line to the Culver Boulevard Multi-Use Path. If the City does not agree to install the sidewalk, then OCS, in coordination with LADOT, will seek to request funding for the improvement from the California Department of Transportation (Caltrans) Safe Routes to School (SR2S) program and the Federal Safe Routes to School (SRTS) program.

Because the south side of Panama Street does not have sidewalks, students would walk along the sidewalk on the north side of the street then cross at Beethoven Street, or walk on the grass on the south side. Because of existing driveways and obstructed path, walking along the 20- to 25-foot-wide setback area in front of the Teledyne offices and the back of the storage facility would be discouraged.

School warning signs and safety devices would be installed. The California Manual on Uniform Traffic Control Devices (CA MUTCD), issued by Caltrans, provides uniform standards and specifications for all official traffic control devices in California, pursuant to the provisions of California Vehicle Code (CVC) Section 21400. Part 7 of the CA MUTCD has standards for traffic control, warning signs and markings for school areas.¹⁶²

In compliance with the CA MUTCD yellow school crosswalks would be painted at Panama Street and Beethoven Street, across Panama Street at the northern end of the project site, and Panama Street at McConnell Avenue. Crossing guards or school staff would be posted during drop-off and pick-up to ensure the safety of students crossing the street. School area warning signs would be installed within 500 feet the school site to notify drivers that they are entering a school zone, similar to the existing Mar Vista Campus to the north.

The following sections of the California Vehicle Code, Division 11, Chapter 2, require the city to implement traffic control devices requested by a school district if they are meant to mitigate safety risks for students traveling to and from school:

- Article 1, Section 21372, Guidelines for Traffic Control Devices near Schools 163
- Article 1, Section 21373, School Board Request for Traffic Control Device 164
- Article 1, Section 21368, Crosswalks near Schools
- Article 2, Section 21400, Official Traffic Control Devices

OCS will request that traffic control devices be installed around the new school.

Implementation of LAUSD SC-PED-2, SC-PED-3, SC-PED-4, SC-PED-5, and SC-T-3 would minimize potential student pedestrian safety risks. Another safety feature included in this project is the dedicated 250-foot-long curb cut that would permit curbside student unloading and loading without obstructing traffic lanes. This also allows vehicle doors to be opened without the hazard of oncoming vehicles. Start and end time would be staggered for grades at the school so all school traffic does not arrive at the same time. This would reduce pedestrian and bicycle hazards because fewer cars reduces congestion and risk of conflict for students crossing the street.

A possible conflict hazard may occur as pedestrians and bicyclist cross the school parking garage driveway south of Beethoven Street. Conflicts could potentially involve westbound motorists turning left into the driveway crossing eastbound traffic and students on the sidewalk. If there is a line of stopped vehicles waiting to enter drop-off/pick-up zone drivers may get impatient and take the first break in traffic to enter the driveway and may not see students on the sidewalk that crosses the driveway. As part of the project 'KEEP CLEAR' pavement marking would be coordinated with LADOT and painted on Panama Street at the parking garage driveway. The parking garage exit lane will have an electronic arm to ensure that only one vehicle exits at a time. Mirrors be placed at strategic points to ensure that drivers see pedestrians and bicyclists. This area would create clear visibility for students on the sidewalk and reduce conflict hazards.

¹⁶² California Manual of Uniform Traffic Control Devices (MUTCD), Part 7: Traffic Control for School Area.
<http://mutcd.fhwa.dot.gov/pdfs/2009/part7.pdf>.

¹⁶³ Amended Ch. 545, Stats. 1974. Effective January 1, 1975.

¹⁶⁴ Amended Ch. 1061, Stats. 1969. Effective November 10, 1969.

After dropping off or picking up the students, most of the departing traffic would continue on eastbound Panama Street and either travel to Centinela Avenue via Little Culver Boulevard, turn left onto one of the residential streets (i.e., McConnell Avenue, Mascagni Street, or Westlawn Avenue). However it is possible that westbound drivers would make a U-turn near the school to access the eastbound-only curbside unloading and loading zone. U-turns near the school would create a hazard for pedestrians and bicyclist. As part of the project ‘No U-Turn’ sign would be installed on Panama Street at Beethoven Street.

As part of the project, OCS will prepare a Safe Routes to School Plan that provides information to school staff, students, and parents about pedestrian and bicycle safety. The plan would outline the safe travel paths within a 0.25-mile radius of the new school. Figure 9 shows existing and planned pedestrian and bicycle paths around the school site. The project would not create unsafe routes to schools; impacts would be less than significant.

c. Be located on a site that is adjacent to or near a major arterial roadway or freeway that may pose a safety hazard?

Less Than Significant Impact. As required by LAUSD SC-PED-2 whenever possible school entrances should be on secondary highways or collector streets, not on major highways. Students can typically will walk 0.25 mile to school. All residential developments within 0.25 mile of the school site are located on the north side of the Marina Expressway. The project site is not adjacent to or near a freeway such that students would need to cross it to walk to school. Within 0.25 mile, the only arterial street is Culver Boulevard, a four-lane arterial southeast of the proposed school site. The speed limit on Culver Boulevard is 40 mph. Students west of Culver Boulevard would most likely cross at McConnell Avenue. This intersection has a traffic signal, painted crosswalks, pedestrian signal, and pedestrian push button to activate the signal; therefore, crossing would not pose a safety hazard. Impacts would be less than significant

	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 roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

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 roads or other infrastructure)?

No Impact. The project does not propose new homes or businesses. The project would construct a charter school on a developed industrial site. The school would serve students already living in the area and attending other Ocean Charter Schools. The project area is built out, and the new school would not attract new residents to the region. The project would not extend infrastructure into currently unserved areas, as the site is already served by utility laterals. No population growth impacts would occur.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. There is no housing onsite. The existing site contains vacated office buildings. Construction of the proposed project would not remove or require the replacement of housing and no impact would occur.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. As previously noted, there are no residents onsite. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the project 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, 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:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

LAUSD Standard Conditions of Approval	
SC-PS-1	LAUSD shall: 1) have local fire and police jurisdictions review all construction and site plans prior to the State Fire Marshall's final approval; and 2) provide a full site plan for the local review, including all buildings, both existing and proposed, fences, drive gates, retaining walls, and other construction affecting emergency vehicle access, with unobstructed fire lanes for access indicated.
SC-PS-2	LAUSD shall implement emergency preparedness and response procedures in all schools as required in LAUSD References, Bulletins, Safety Notes, and Emergency Preparedness Plans.

a. Fire protection?

Less than Significant Impact. The Los Angeles Fire Department (LAFD) would provide fire protection and emergency medical services to the proposed school. The nearest LAFD station to the project site is Station 67 at 5451 Playa Vista Drive in the Community of Playa Vista in the City of Los Angeles, about 0.6 mile to the south.¹⁶⁵ LAFD already provides fire protection and emergency medical services to the site and surrounding area. The two existing OCS schools would be combined at the new site. Redevelopment of the site would not require construction of new or expanded fire stations; impacts would be less than significant.

b. Police protection?

Less than Significant Impact. The project site is within the service area of the Los Angeles Police Department Pacific Division. The Pacific Division Station is at 12312 Culver Boulevard in the Community of Del Rey in the City of Los Angeles, about 0.7 mile northeast of the project site.¹⁶⁶ Project operation could cause a very slight increase in demands for police services. Any such increase in demands would not require construction of new or expanded police facilities, and impacts would be less than significant.

c. Schools?

No Impact. The project would result in a benefit to the school district, and no adverse school impact would occur.

d. Parks?

No Impact. The project would develop physical education facilities (consisting of a multipurpose room/gym, play yards and outdoor space) for school use. Project development would not require students to use off-site recreation facilities and would not require construction of new or expanded off-site facilities. No impact would occur.

¹⁶⁵ Los Angeles Fire Department (LAFD). 2016, February 1. FireStatLA. <http://www.lafd.org/fsla/stations-map>.

¹⁶⁶ Los Angeles Police Department (LAPD). 2016, February 1. <http://www.lapdonline.org/>

e. Other public facilities?

No Impact. Library services are provided in the project region by the Los Angeles Public Library (LAPL); the nearest LAPL branch library to the project site is the Playa Vista Branch Library at 6400 Playa Vista Drive in the Community of Playa Vista in the City of Los Angeles, about 0.9 mile to the south.¹⁶⁷ The proposed school would include a library that would fulfill or supplement the library demands of its students. As noted in section XIV, the proposed project would not result in significant population growth that would require library services. Project development would not affect library facilities and would not require construction of new or expanded off-site library facilities. No impact would occur.

¹⁶⁷ Los Angeles Public Library (LAPL). 2016, February 1. Playa Vista Branch Library. <http://www.lapl.org/branches/playa-vista>.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION.				
a. Would the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

a. Would the project 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?

No Impact. The proposed project would include recreational facilities onsite and would not require the use of other recreational facilities. Therefore, development of the proposed project would not increase use or deterioration of recreational facilities, and no adverse impact would occur.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The proposed project includes recreational facilities. The recreational facilities would be constructed in areas that are currently paved and/or are vacant. The recreational facilities would be developed within the project site and will provide a multipurpose room/gym, play yards and outdoor space for the students and community. Construction of the recreational facilities are included in the project design and as a part of the proposed project would incorporate BMPs and SCs as described in this Initial Study. The proposed project would not develop or require construction of off-site recreational facilities. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION AND CIRCULATION. Would the project:				
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel, and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

2014 CHPS Prerequisite Criteria	
SS 9.0 – Bicycle Parking	Comply with CALGreen, Section 5.160.4.2.2 <i>CALGreen, Section 5.160.4.2.2: Long-term bicycle parking. Provide secure bicycle parking for 5 percent of employees, based on the total number of motorized vehicle parking capacity in the staff parking lot, with a minimum of one space.</i>
LAUSD Standard Conditions of Approval	
SC-T-1	OEHS CEQA Specification Manual, Appendix C, Traffic and Pedestrian Safety Requirements for New Schools. Requirements identifies performance requirements for the selection and design of school sites to minimize potential pedestrian safety risks: <ul style="list-style-type: none"> • Site Selection • Bus and Passenger Loading Areas • Vehicle Access • Pedestrian Routes to School Requirements also state school traffic studies shall identify measures to ensure separation between pedestrians and vehicles along potential pedestrian routes, such as sidewalks, crosswalks, bike paths, crossing guards, pedestrian and traffic signals, stop signs, warning signs, and other pedestrian access measures.
SC-T-2	School Design Guide. (Book Two General Criteria, Section 2.3) Vehicular access and parking shall comply with Section 2.3, Vehicular Access and Parking of the School Design Guide, January 2014. The Design Guide contains the following regulations related to traffic: <ul style="list-style-type: none"> • Parking Space Requirements • General Parking Guidelines • Vehicular Access and Pedestrian Safety • Parking Structure Security
SC-T-3	Coordinate with the local City or County jurisdiction and agree on the following: <ul style="list-style-type: none"> • Compliance with the jurisdiction’s design guidelines for access, parking, and circulation in the vicinity of the project.

	<ul style="list-style-type: none"> • Scope of analysis and methodology for the traffic and pedestrian study, including trip generation rates, trip distribution, number and location of intersections to be studied, and traffic impact thresholds. • Implementation of SR2S, traffic control and pedestrian safety devices. • Fair share contribution and/or other mitigation measures for potential traffic impacts. • Traffic and pedestrian safety impact studies shall address local traffic and congestion during morning arrival times, and before and after evening stadium events. • Traffic study will use the latest version of Institute of Transportation Engineer’s (ITE) Trip Generation manual to determine trip generation rates (parent vehicles, school buses, staff/faculty vehicles, and delivery vehicles) based on the size of the school facility, unless otherwise required by local jurisdiction. • Loading zones will be analyzed to determine the adequacy as drop-off and pick-up points. Recommendations will be developed in consultation with the local jurisdiction for curb loading bays or curb parking restrictions to accommodate loading needs and will control double parking and across-the-street loading.
SC-T-4	LAUSD shall require its contractors to submit a construction worksite traffic control plan to the local City or County jurisdiction for review prior to construction. The plan shall 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.
SC-AQ-5	LAUSD shall encourage ride-sharing programs for students and teachers.

Notes: Text in *italics* shows specific requirement identified in the criteria or condition.

The traffic study for this project is included as Appendix L to this Initial Study.¹⁶⁸

- a. **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Less Than Significant Impact.

Existing Conditions

Roadways

Existing roadways in the project study area are described below:

- **Panama Street** is a two-lane east-west street that abuts the north side of the school site. Access to the school would be provided from Panama Street. The speed limit on Panama Street is 25 miles per hour (mph).
- **Beethoven Street** is a two-lane north-south street that intersects with Panama Street adjacent to the school site and extends northerly through a residential neighborhood. The speed limit on Beethoven Street is 25 mph between Panama Street and Washington Boulevard and 30 mph north of Washington Boulevard.
- **Alla Road** is a three-lane north-south street approximately one-eighth mile (one block) west of the school site. It has one northbound lane and two southbound lanes. The speed limit on Alla Road is 35 mph.
- **McConnell Avenue** is a two-lane north-south street approximately one-eighth mile (one block) east of the school site. It intersects with Panama Street and extends northerly through a residential neighborhood. The speed limit on McConnell Avenue is 25 mph.
- **Short Avenue** is a two-lane east-west street approximately three-eighths mile north of the school site. It provides a link between Alla Road and Centinela Avenue. The speed limit on Short Avenue is 30 mph.

¹⁶⁸ Garland Associates. 2016. August. Traffic Impact Analysis for Ocean Charter School. 12870 Panama Street – Los Angeles (Del Rey). Prepared for Los Angeles Unified School District & PlaceWorks (see Appendix L of this Initial Study).

- **Culver Boulevard** is a four-lane arterial street southeast of the school site. It runs in a southwest to northeast direction. Although it is near the school site, access to the school from Culver Boulevard would not be provided because another property separates the school site from the Culver Boulevard right-of-way. The speed limit on Culver Boulevard is 40 mph.
- **Little Culver Boulevard** is a two-lane street that is a continuation of Panama Street between McConnell Avenue and Centinela Avenue. It runs parallel to Culver Boulevard and serves essentially as a frontage road that provides direct access to the residential properties north of Culver Boulevard. The speed limit on Little Culver Boulevard is 25 mph.
- **Centinela Avenue** is a four-lane north-south arterial street approximately one-half mile east of the school site. The speed limit on Centinela Avenue is 35 mph.
- **Glencoe Avenue** is a two-lane street approximately one-quarter mile northwest of the school site that extends westerly from Alla Road then curves to the north parallel to Lincoln Boulevard. The speed limit on Glencoe Avenue is 25 mph.
- **Mindanao Way** is a four-lane east-west street approximately one-half mile northwest of the school site that is the continuation of Short Avenue west of Alla Road. The speed limit on Mindanao Way is 30 mph.
- **Maxella Avenue** is a two- to four-lane east-west street approximately three-quarters of a mile northwest of the school site. It has four lanes between Lincoln Boulevard and Glencoe Avenue and two lanes east of Glencoe Avenue. The speed limit on Maxella Avenue is 30 mph.
- **Lincoln Boulevard (SR-1)** is a six-lane north-south arterial street approximately one mile west of the school site. The speed limit on Lincoln Boulevard is 40 mph.
- **Washington Boulevard** is a four-lane east-west arterial street approximately one mile north of the school site. The speed limit on Washington Boulevard is 35 mph.
- **Marina Expressway (SR-90)** is a four-lane east-west expressway approximately one-eighth mile south of the school site. East of Culver Boulevard, the Marina Expressway transitions into the Marina Freeway (both are identified as State Route 90), which provides a link to the San Diego Freeway (Interstate 405). The speed limit on the Marina Expressway is 40 mph.

Intersections

To quantify the existing baseline traffic conditions, 16 study area intersections were analyzed to determine their operating conditions during the morning (AM) peak hour and afternoon (PM) peak hour traffic volumes.

SIGNALIZED INTERSECTIONS

- Marina Expressway Eastbound/Culver Blvd
- Marina Expressway Westbound/Culver Blvd
- Centinela Avenue/Culver Blvd
- Marina Expressway Westbound/Alla Road
- Centinela Avenue/Short Avenue
- Beethoven Street/Washington Blvd
- Lincoln Blvd/Maxella Avenue
- Glencoe Avenue/Maxella Avenue
- Glencoe Avenue/Mindanao Way

UNSIGNALIZED INTERSECTIONS

- Alla Road/Panama Street
- Beethoven Street/Panama Street
- McConnell Avenue/Panama Street
- Centinela Avenue/Little Culver Blvd
- Alla Road/Glencoe Avenue
- Alla Road/Mindanao Way
- Beethoven Street/Short Avenue

Transit Service

There are several bus routes that operate in the vicinity of the proposed school site. Los Angeles County Metropolitan Transportation Authority (Metro) Lines 108 and 358 run along Mindanao Way, Short Avenue, and Centinela Avenue. The Culver City Bus Line 7 and the Los Angeles Department of Transportation (LADOT) Commuter Express Line 437 run along Culver Boulevard, Alla Road, and Mindanao Way. The Santa Monica Big Blue Bus Line 14 runs along Centinela Avenue, and the Big Blue Bus Line 3 and Santa Monica Rapid buses run along Lincoln Boulevard. These bus lines connect with numerous other lines that serve the project area.

Existing Traffic Volumes

Manual traffic counts were taken at the 16 study area intersections in February and March of 2016 during the morning peak period from 7:00 to 10:00 AM. The one-hour interval of peak traffic flow within the three-hour monitoring period was identified for each intersection for the morning peak hour. Manual traffic counts were taken in September of 2016 during the afternoon peak period from 3:00 to 4:00 PM, which is the hour that would be impacted by the dismissal of the middle school component of the project (grades 4 through 8). The elementary school component (grades K through 3) would be dismissed at 2:00 PM (kindergarten) and 2:20 PM (grades 1 through 3) and would not impact the standard PM peak period, which extends from 3:00 to 6:00 PM. The 4:00 to 6:00 PM commuter peak period would not be impacted by the school.

Intersection Levels of Service

Roadway operation is assessed as the volume of vehicles that pass through the intersection divided by the capacity of that intersection (V/C ratio). When an intersection is operating at capacity (V/C of 1.00 or greater), extreme congestion occurs. The volume/capacity ratio value is based upon volumes by lane, signal phasing, and approach lane configuration. Level of service (LOS) is a descriptive rating of intersection operation based on V/C ratio. LOS values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little or no 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, and LOS D is the lowest acceptable operating condition.

To quantify the existing baseline traffic conditions, the 9 study area signalized intersections were analyzed to determine their operating conditions during the AM and PM peak hour. Based on the peak hour traffic volumes, the turning movement counts, and the existing number of lanes at each intersection, the volume/capacity (V/C) ratios and LOS have been determined at each intersection, as summarized in Table 16.

Table 16 Existing Intersection Operation

Intersection	V/C Ratio & Level of Service	
	AM Peak Hour	PM Peak Hour
Marina Expressway Eastbound/Culver Blvd	0.471 – A	0.500 – A
Marina Expressway Westbound/Culver Blvd	0.719 – C	0.621 – B
Centinela Avenue/Culver Blvd	0.891 – D	1.004 – F
Marina Expressway Westbound/Alla Road	0.498 – A	0.377 – A
Centinela Avenue/Short Avenue	0.690 – B	0.597 – A
Beethoven Street/Washington Blvd	0.640 – B	0.740 – C
Lincoln Blvd/Maxella Avenue	0.649 – B	0.593 – A
Glencoe Avenue/Maxella Avenue	0.453 – A	0.523 – A
Glencoe Avenue/Mindanao Way	0.577 – A	0.643 – B

Project Trip Generation

The proposed project would result in an increase in traffic volumes on the streets in the immediate vicinity of the school, including Panama Street, Beethoven Street, McConnell Avenue, Mascagni Street, Westlawn Avenue, Rubens Avenue, Admiral Avenue, and Bonaparte Avenue. Staff arrival and departure, and student drop-off and pick-up would last approximately 20 minutes in the morning and 20 minutes in the afternoon.

The trip generation rates and the anticipated volumes of traffic that would be generated by a K-8 school are shown in Table 17. The proposed 532-student K-8 charter school would generate an estimated 1,320 vehicle trips per day and 479 trips during the morning peak hour (263 inbound and 216 outbound). In the afternoon, grades K-3 would generate 151 trips (71 inbound and 80 outbound) during the early dismissal times (2:00 and 2:20 PM) and grades 4-8 would generate 168 trips (79 inbound and 89 outbound) at the later dismissal time (3:10 PM). This traffic count does not account for siblings in the same car or carpools or ridesharing (per SC-AQ 5), which would reduce the total number of vehicles traveling to and from the school (see Appendix C for travel mode study).

Table 17 Project-Generated Traffic

Land Use	Daily Traffic	AM Peak Hour Traffic			PM Peak Hour Traffic		
		Trips In	Trips Out	Total Traffic	Trips In	Trips Out	Total Traffic
TRIP GENERATION RATES (per student)							
Charter K-8 School*	2.48	55%	45%	0.90	47%	53%	0.60
GENERATED TRAFFIC VOLUMES – PROPOSED CHARTER SCHOOL							
Charter K-8 School (532 students)	1,320	263	216	479			
Grades K-3 (252 students)		PM Release Time: K at 2:00, Grades 1-3 at 2:20			151	71	80
Grades 4-8 (280 students)		PM Release Time: Grades 4-8 at 3:10			168	79	89

* Trip rates for daily traffic are the ITE rates for the private school K-12 land use category, and the trip rates for the AM and PM peak hours are the ITE rates for the private school K-8 category. The ITE manual does not have a daily rate for a K-8 private school.

Although the proposed school would displace the Teledyne building which previously generated employee vehicle and delivery truck traffic 24 hours a day, the levels of traffic that would be generated by the existing land use were not subtracted from the levels of traffic expected to be generated by the proposed school because the existing building appeared to be unoccupied when the traffic counts were taken for this analysis. In compliance with CEQA Guidelines Section 15125(a), this existing environmental setting is the baseline physical conditions by which a lead agency determines whether an impact is significant.

It should be noted that the volumes of project-generated traffic do not necessarily represent new traffic on the overall street network, but the volumes of traffic that would be redirected to this school site from the existing K-3 school on Culver Boulevard near the proposed school site and from the existing 4-8 school that currently operates at Westchester High School. The number of students attending school in the area is a function of the school-age population rather than the number of schools or classrooms. However, for the traffic impact analysis, it has been conservatively assumed that the site-generated traffic represents new traffic.

The increased volumes of traffic that would be generated by the proposed school during the AM and PM peak hours were distributed onto the street network based on the locations of the student addresses and the observed traffic patterns on the study area street network.

Significance Criteria

According to LADOT's "Traffic Study Policies and Procedures," a transportation impact on an intersection would be deemed significant in accordance with the criteria outlined in Table 18. A project would not result in a significant impact at an intersection if the intersection is projected to operate at LOS A or B.

Table 18 Significance Criteria for Traffic Impacts

Level of Service	Final V/C Ratio	Project-Related Increase in V/C
C	> 0.700–0.800	Equal to or greater than 0.040
D	> 0.800–0.900	Equal to or greater than 0.020
E, F	> 0.900	Equal to or greater than 0.010

Intersection Impact Analysis

An analysis of traffic impacts at signalized intersections was conducted by quantifying the before-and-after traffic volumes, then determining the V/C ratios and LOS at the study area intersections for the “without project” and “with project” scenarios.

Future Baseline Traffic Conditions

The future baseline includes ambient regional growth and the cumulative increase in traffic volumes that would be generated by other development projects in the area. The year 2020 was used as the analysis year because it is the first expected year of occupancy for the proposed school. A conservative one-percent ambient growth rate per year for four years (compounded annually) was used based on the growth rate cited in the “Los Angeles County Congestion Management Program” for the Regional Statistical Area 16 (Santa Monica, Bel Air, Palisades, and Marina del Rey) and LADOT rate for the Marina Del Rey Local Coastal Plan.

Along with the one-percent growth rate, the cumulative traffic analysis includes 11 related projects within a 1.5-mile radius of the proposed school site as identified by LADOT. This cumulative project list included the adjacent proposed 159,000-square-foot creative office project to the south of the school site.

Table 19 Cumulative Project List

Project	Address	Quantities
1 – LMU Master Plan	1 LMU Drive	7,800 students
2 – Mixed-Use Residential & Office	4210 Del Rey Avenue	136 condo units 20,000 sq. ft. office
3 – Mixed-Use Residential, Storage, Office	4040 Del Rey Avenue	168 apartments 100,000 sq. ft. mini-warehouse (or) 33,000 sq. ft. office
4 – Teledyne Creative Office	12964 Panama Street at Alla Road	159,000 sq. ft. office
5 – Multi-Story Office Building	12575 Beatrice Street	250,000 sq. ft. office
6 – Charter School Expansion	4471 Inglewood Blvd at Culver Boulevard	800 students
7 – Ballona Wetlands Restoration Project	1 Marina Expressway	46,000 sq. ft. ecology center 600 acre ecological reserve
8 - Playa Vista – Phase 1	South of Jefferson Blvd between Lincoln Boulevard and Centinela Avenue	1,570,000 sq. ft. office 3,246 condo units 25,000 sq. ft. retail 65,000 sq. ft. community serving
9 – Playa Vista Plant Site (Spruce Goose)	Campus Center Drive at Bluff Creek Drive	1,129,900 sq. ft. production 57,200 sq. ft. office
10 - The Village at Playa Vista (Phase III)	South of Jefferson Boulevard between & Westlawn Avenue	175,000 sf office 2,600 apartment units 150,000 sf retail 40,000 community serving
11 – Marina Del Rey Local Coastal Plan	Marina Del Rey	Multiple Developments

Future (2020) Traffic Conditions

The comparative V/C ratios and levels of service for the year 2020 analysis scenario are shown in Table 19. As shown, none of the study area intersections would be significantly impacted by the proposed school.

Table 20 Future (2020) Traffic Conditions

Intersection	V/C Ratio and Level of Service, AM Peak Hour			
	2020 Without Project	2020 With Project	Increase In V/C Ratio	Significant Impact?
Marina Expwy Eastbound/Culver Blvd				
AM Peak Hour	0.495 – A	0.539 – A	0.044	No
PM Peak Hour	0.531 – A	0.536 – A	0.005	No
Marina Expwy Westbound/Culver Blvd				
AM Peak Hour	0.755 – C	0.780 – C	0.025	No
PM Peak Hour	0.658 – B	0.669 – B	0.011	No
Centinela Avenue/Culver Blvd				
AM Peak Hour	0.980 – E	0.988 – E	0.008	No
PM Peak Hour	1.097 – F	1.101 – F	0.004	No
Marina Expwy Westbound/Alla Road				
AM Peak Hour	0.536 – A	0.647 – B	0.111	No
PM Peak Hour	0.401 – A	0.435 – A	0.034	No
Centinela Avenue/Short Avenue				
AM Peak Hour	0.745 – C	0.762 – C	0.017	No
PM Peak Hour	0.649 – B	0.656 – B	0.007	No
Beethoven Street/Washington Blvd				
AM Peak Hour	0.741 – C	0.760 – C	0.019	No
PM Peak Hour	0.814 – C	0.819 – D	0.006	No
Lincoln Blvd/Maxella Avenue				
AM Peak Hour	0.740 – C	0.761 – C	0.021	No
PM Peak Hour	0.695 – B	0.698 – B	0.003	No
Glencoe Avenue/Maxella Avenue				
AM Peak Hour	0.494 – A	0.497 – A	0.003	No
PM Peak Hour	0.579 – A	0.586 – A	0.007	No
Glencoe Avenue/Mindanao Way				
AM Peak Hour	0.620 – B	0.624 – B	0.004	No
PM Peak Hour	0.685 – B	0.687 – B	0.002	No

Traffic increases could be a nuisance to some of the residents, but would be short-term; i.e., approximately 15 minutes in the morning during the arrival time and 15 minutes in the afternoon during the departure time.

To reduce congestion in front of the school, several traffic attendants or safety valets will be posted to supervise and ensure that vehicles move smoothly and safely through the morning unloading and afternoon loading process. Although they are not required to reduce a significant impact, these proposed safety features would further elevate congestion immediately surrounding the project site during the start and the end of the school day. Traffic impacts would be less than significant.

Traffic Signal Warrant Analysis

The seven unsignalized intersections in the project area that would be affected by the proposed school were analyzed to determine if a traffic signal would be warranted based on the guidelines of the California Manual on Uniform Traffic Control Devices (CA MUTCD).

- Alla Road/Panama Street
- Beethoven Street/Panama Street
- McConnell Avenue/Panama Street

- Centinela Avenue/Little Culver Blvd
- Alla Road/Glencoe Avenue
- Alla Road/Mindanao Way
- Beethoven Street/Short Avenue

The analysis indicates that a traffic signal is warranted at the intersection of Alla Road and Mindanao Way based on the existing AM peak hour traffic volumes, which currently has four-way stop signs. The proposed school would add a relatively minor volume of traffic to the intersection; i.e., an additional 49 vehicles to an existing volume of 1,540 vehicles during the AM peak hour. This represents a three percent increase in traffic at the intersection. While a traffic signal may be warranted based on the existing peak hour traffic volumes, the need for a signal is not triggered by the development of the school.

The analysis indicates that a traffic signal would not be warranted at any of the other unsignalized intersections in the study area. Because operation of the proposed charter school would not increase traffic to the point where a signal is needed, it would not result in a traffic impact at any of the unsignalized intersections. Impacts would be less than significant.

b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. The Congestion Management Program (CMP) was created statewide because of Proposition 111 and has been implemented locally by Metro. The 2010 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 comprise the CMP system. Per the CMP Transportation Impact Analysis Guidelines, a significant impact may result and a traffic impact analysis is required 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 morning or afternoon 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 morning or afternoon weekday peak hours.

The CMP arterial routes closest to the school site are Marina Expressway (SR-90), Lincoln Boulevard (SR-1), Venice Boulevard (SR-187), and Manchester Avenue. The closest CMP intersections are Lincoln Boulevard at Marina Expressway, Lincoln Boulevard at Venice Boulevard, Venice Boulevard at Centinela Boulevard, and Lincoln Boulevard at Manchester Avenue. It is estimated that a maximum of 8 percent of the project-generated traffic would travel through any of these intersections, which is approximately 38 vehicles during the morning peak hour. Since this volume of traffic is less than the CMP threshold of 50 trips per hour, a detailed CMP analysis is not required. The two intersections along Marina Expressway that would be most directly affected by the project were analyzed, and it was determined that these intersections would not be significantly impacted by the project.

With regard to the proposed project's CMP-related freeway impacts, it is assumed that a maximum of 27 percent of the school traffic would use any particular freeway segment as an access route, which equates to 71 inbound trips and 58 outbound trips during the morning peak hour. Since these directional volumes are well below the CMP threshold of 150 trips for freeways, a detailed CMP freeway analysis is not required, and the proposed project would not have a significant impact on the freeway network. The proposed project would not, therefore, exceed an LOS standard established by the congestion management agency. Impacts would be less than significant.

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?

No Impact. The project would have no impact on the location of air traffic patterns because the nearest public airport is Los Angeles International Airport (LAX). The closest runway at LAX is 24R, which is approximately 2.4 miles to the southwest of the project site. The next closest public aircraft facility is Santa Monica Airport at approximately 2.6 miles to the north of the project site. The proposed campus would not change air traffic patterns. No impact would occur.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The project would not add incompatible uses such as farm equipment to area roadways. The project site currently has two access driveways and vehicles enter and exit daily. The proposed project would have one driveway along Panama Street for the parking garage. Traffic circulation would be controlled by school staff during drop-off and pick-up to ensure a smooth process. The project would have a dedicated 250-foot-long curb cut that would permit curbside student unloading and loading without obstructing traffic lanes. This also allows vehicle doors to be opened without the hazard of oncoming vehicles. School start and end times would be staggered for grades at the school so all school traffic does not arrive at the same time.

A possible conflict hazard may occur as pedestrians and bicyclist cross the school parking garage driveway south of Beethoven Street. Conflicts could potentially involve westbound motorists turning left into the driveway crossing eastbound traffic and students on the sidewalk. If there is a line of stopped vehicles waiting to enter drop-off/pick-up zone drivers may get impatient and take the first break in traffic to enter the driveway and may not see students on the sidewalk that crosses the driveway. Consistent with LAUSD SC-T-1 through SC-T-3 and as part of the project 'KEEP CLEAR' pavement marking would be painted on Panama Street at the parking garage driveway. This clear area would create clear visibility for students on the sidewalk and reduce conflict hazards.

After dropping off or picking up the students, most of the departing traffic would continue eastbound Panama Street and either travel to Centinela Avenue via Little Culver Boulevard or turn left onto one of the residential streets (i.e., McConnell Avenue, Mascagni Street, or Westlawn Avenue). However it is possible that westbound drivers would make a U-turn near the school to access the northbound-only curb-cut unloading and loading zone. U-turns near the school would create a hazard for pedestrians and bicyclist. Consistent with LAUSD SC-T-1 through SC-T-3 and as part of the project a 'No U-Turn' sign would be installed on Panama Street at Beethoven Street. Additionally, the parking garage exit lane will have an electronic arm to ensure that only one vehicle exits at a time. Mirrors be placed at strategic points to ensure that drivers see pedestrians and bicyclists. This area would create clear visibility for students on the sidewalk and reduce conflict hazards.

No other design-related building or roadway components would result in a significant hazard; impacts would be less than significant.

e. Result in inadequate emergency access?

Less Than Significant Impact. The proposed project would not change the layout of streets near the project site and would not interfere with emergency access to surrounding land uses. Redevelopment of the site would include several access points for emergency vehicles that would be reviewed and approved by the LAFD. Emergency access impacts would be less than significant.

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. The proposed project would not conflict with existing policies or plans for alternative transportation. The site is served by six transit lines. The proposed project would not interfere with those services or with existing bus turnouts. Bicycle racks would be provided on the campus consistent with CHPS criteria SS 9.0 – Bicycle Parking. The proposed project would have no adverse impact on policies, programs, or plans supporting alternative transportation. Impacts would be less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 5020.1(k)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Explanation:

- a. **Cause a substantial adverse change in the significance of a tribal cultural resource that is 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 5020.1(k).**

Less than Significant Impact. Assembly Bill 52 requires meaningful consultation with California Native American Tribes on potential impacts to tribal cultural resources (TCRs), as defined in Public Resources Code Section 21074. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources.¹⁶⁹

As part of the AB 52 process, Native American tribes must submit a written request to LAUSD (lead agency) to be notified of projects within their traditionally and culturally affiliated area. LAUSD must provide written, formal notification to those tribes within 14 days of deciding to undertake a project. The tribe must respond to LAUSD within 30 days of receiving this notification if they want to engage in consultation on the project, and LAUSD must begin the consultation process within 30 days of receiving the tribe’s request. Consultation concludes when either 1): the parties agree to mitigation measures to avoid a significant effect on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached.

To date the District has not received any Tribal requests to be notified about projects within the District. No sites were documented in the NAHC’s sacred land file search. Additionally, the site has not been recommended for historic designation, and is not identified on any of the historic resource lists/databases—the National Register of Historic Places and the California State Historical Landmarks, Points of Historical Interest, and Register of Historic Places.¹⁷⁰ Impacts to tribal cultural resources would be less than significant.

- b. **Cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency to be significant pursuant to criteria in Public Resources Code section 5024.1(c).**

No Impact. To date, LAUSD has not received any requests for notification or consultation from California Native American tribes regarding resources defined by Public Resources Code Section 21074. There is no substantial evidence that Tribal cultural resources are present on the project site. Therefore, the proposed project would not be expected to result in an impact related to tribal cultural resources.

¹⁶⁹ California Natural Resources Agency. AB 52 Regulatory Update. <http://resources.ca.gov/ceqa/>

¹⁷⁰ McKenna et al. 2016, April 1. Cultural Resources Investigation of the Proposed Ocean Charter Schools Site, 12870 Panama St., In the Marina Del Rey Area of Los Angeles, Los Angeles County, California. Job No. 01-16-04-1788

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

2014 CHPS Prerequisite Criteria	
MW 1.0 – Storage & Collection of Recyclables	Requirement Summary - Provide easily accessible areas serving the entire school that are dedicated to the collection and storage of materials for recycling. Provide means for recycling inside each classroom.
MW 2.0 – Construction Site Waste Management	New schools, replacement schools, and new buildings on an existing campus comply with CALGreen Section 5.408.1.1 to develop a Construction Waste Management Plan. All projects recycle, reuse, and/or salvage at least 65% (by weight) of non-hazardous construction and demolition waste, not including land clearing and associated debris.
LAUSD Standard Conditions of Approval	
SC-USS-1	School Design Guide. (<i>Book Two General Criteria, Section 2.4. C.2.f.1</i>) 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% by weight as defined in Specification 01340, Construction & Demolition Waste Management. Guide Specifications 2004 - Section 01340, Construction & Demolition Waste Management. This section of the LAUSD Specifications 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% of the C&D waste generated.
SC-USS-2	LAUSD shall coordinate with the City of Los Angeles Department of Water and Power or other appropriate jurisdiction and department prior to the relocation or upgrade of any water facilities to reduce the potential for disruptions in service.

SC-USS-3	Provide easily accessible area serving the entire school that are dedicated to the collection and storage of materials for recycling including (at a minimum) paper, cardboard, glass, plastics, metals and landscaping waste. There shall be at least one centralized collection point (loading dock), and ability for separation of recyclables where waste is disposed of for classrooms and common areas such as cafeteria's, gyms or multi-purpose rooms.
SC-GHG-1	During school operation, LAUSD shall perform regular preventative maintenance on pumps, valves, piping, and tanks to minimize water loss.
SC-GHG-2	LAUSD shall set automatic sprinklers to irrigate landscaping during the early morning (overhead and drip) and evening (drip only) to reduce water loss from evaporation.
SC-GHG-3	LAUSD shall reset automatic sprinkler timers to water less during cooler months and during the rainy season.
SC-GHG-4	LAUSD shall develop a water budget for landscape (both non-recreational and recreational) and ornamental water use to conform to the local water efficient landscape ordinance. If no local ordinance is applicable, then use the landscape and ornamental budget outlined by the California Department of Water Resources.
SC-GHG-5	LAUSD shall ensure that the time dependent valued energy of the proposed project design is at least 10 percent, with a goal of 20 percent less than a standard design that is in minimum compliance with the California Title 24, Part 6 energy efficiency standards that are in force at the time the project is submitted to the Division of the State Architect.

a. Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The proposed project would include installation of sewer laterals connecting to existing sewer mains that would convey wastewater to the Hyperion Treatment Plant owned and operated by the City of Los Angeles Bureau of Sanitation. The proposed school would not generate polluted wastewater, such as from industrial or agricultural operations. No impact would occur.

b. Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact.

Water Treatment Facilities

Water treatment facilities filter and/or disinfect water before it is delivered to customers. The Los Angeles DWP currently provides water to the current buildings and would supply water to the proposed project. DWP obtains most of its water supply from three sources: the Los Angeles Aqueduct which imports water from the eastern Sierra Nevada and the Owens Valley in east-central California; Metropolitan Water District (MWD) which imports water supplies from northern California via the State Water Project and the Colorado River; and local groundwater.¹⁷¹

Water from the Los Angeles Aqueduct is treated at DWP's Los Angeles Aqueduct Treatment Plant, which has a capacity of 600 million gallons per day (mgd).¹⁷² Imported water from MWD is treated mainly at MWD's Weymouth Treatment Plant in the City of La Verne and the Diemer Treatment Plant near the City of Yorba Linda in Orange County; the two facilities have total capacity of 1,040 mgd.¹⁷³ Local groundwater is pumped mainly from the San Fernando Basin and the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin. Groundwater treatment systems in the San Fernando Valley include the Tujunga Wellfield Joint Project and the Pollock Wells Treatment Plant.¹⁷⁴

¹⁷¹ Los Angeles Department of Water & Power (LADWP). 2011, May 3. Urban Water Management Plan 2010. http://www.water.ca.gov/urbanwatermanagement/2010uwmps/Los%20Angeles%20Department%20of%20Water%20and%20Power/LADWP%20UWMP_2010_LowRes.pdf.

¹⁷² Los Angeles Department of Water & Power (LADWP). 2011, May 3. Urban Water Management Plan 2010. http://www.water.ca.gov/urbanwatermanagement/2010uwmps/Los%20Angeles%20Department%20of%20Water%20and%20Power/LADWP%20UWMP_2010_LowRes.pdf.

¹⁷³ Metropolitan Water District of Southern California (MWD). 2016, February 3. F. E. Weymouth Treatment Plant. <http://www.mwdh2o.com/mwdh2o/pages/yourwater/plants/weymouth01.html>.

¹⁷⁴ Los Angeles Department of Water & Power (LADWP). 2011, May 3. Urban Water Management Plan 2010. http://www.water.ca.gov/urbanwatermanagement/2010uwmps/Los%20Angeles%20Department%20of%20Water%20and%20Power/LADWP%20UWMP_2010_LowRes.pdf.

The proposed school would serve students currently living in the region, and project development would not increase the student population or water demands in the project region. Students would be attending school in the local area and using water. The charter school would require treated water for additional landscape area; however, this would be negligible. Development of the proposed project would not require construction of new or expanded water treatment facilities, and no impact would occur.

Wastewater Treatment Facilities

Wastewater from the project site is treated at the Hyperion Treatment Plant in the Community of Playa Del Rey in the City of Los Angeles. The plant has capacity of 1 billion gallons per day; average dry-weather flows are about 350 million gallons per day.¹⁷⁵ The proposed school would serve students currently living in the region, and project development would not increase the student population or wastewater generation in the project region. Development of the proposed project would not require construction of new or expanded wastewater treatment facilities, and no impact would occur.

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?

No Impact. Project development would include installation of a storm drainage system onsite discharging to the existing storm drainage infrastructure. The proposed project would not require the construction of new or expanded storm drains under Panama Street, Alla Road, or south to Ballona Creek. Construction of the onsite storm drainage system would not cause a significant impact on the environment. No impact would occur.

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact. LADWP water sources are summarized in section b, above. The proposed school would serve students currently living in the region, and project development would not increase the student population or water demands in the project region. Development of the proposed project would not require construction of new or expanded water supplies, and no impact would occur.

e. Result in a determination by the waste water 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?

No Impact. Project development would not impact wastewater treatment capacity, as substantiated in (a) and (b) above.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. Landfilled solid waste from the City of Los Angeles is disposed of at the Sunshine Canyon City/County Landfill in the Community of Sylmar in the City of Los Angeles. Annual disposal from the City in 2014 was 860,000 tons; total disposal at the landfill in 2014 was about 1.6 million tons.^{176,177}

As previously noted, the school will not introduce a new demand to the immediate area, rather the proposed project will continue to serve an existing demand for students that are already using these services at school campuses in the area. Solid waste generation by schools is estimated at 0.7 pounds per student per day;¹⁷⁸ thus, solid waste generation by the 532-student-capacity project is estimated at 350 pounds per day. The proposed project would not increase estimated solid waste generation in the project region, because students and staff are already generating solid waste in the Los Angeles region. No impact would occur.

¹⁷⁵ Los Angeles Bureau of Sanitation (LABS). 2015a, February 2. Hyperion Treatment Plant Tour: Sewers. http://www.lasewers.org/treatment_plants/hyperion/tour/sewers.htm.

¹⁷⁶ Los Angeles Bureau of Sanitation (LABS). 2015b, April 3. About Solid Resources. http://www.lacitysan.org/solid_resources/factsfigures.htm.

¹⁷⁷ California Department of Resources Recycling and Recovery (CalRecycle). 2016a, February 4. Jurisdiction Disposal by Facility. <http://www.calrecycle.ca.gov/lgcentral/Reports/DRS/Destination/JurDspFa.aspx>.

¹⁷⁸ California Department of Resources Recycling and Recovery (CalRecycle). 2016, September 9. Jurisdiction Disposal by Facility. <http://www.calrecycle.ca.gov/LGCentral/Reports/Viewer.aspx?P=OriginJurisdictionIDs%3d138%26ReportYear%3d2011%26ReportName%3dReportEDRSJurisDisposalByFacility>.

Demolition of the existing buildings and parking lot would generate demolition debris. Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the 2013 California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 1, Section 5.408.1.1) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. This is also required by CHPS criteria. Under LAUSD Standard Condition of Approval SC-USS-1, LAUSD has established a minimum construction and demolition debris salvage, recycle, and reuse of 75 percent. Construction of the proposed project would adhere to these established standards. Therefore, demolition of existing onsite improvements would not adversely impact such capacity. Impacts would be less than significant.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Assembly Bill 939 (AB 939; Integrated Solid Waste Management Act of 1989; PRC §§ 40050 et seq.) established an integrated waste-management system for source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. AB 939 also required California counties to show 15 years disposal capacity for all jurisdictions within the county or show a plan to transform or divert its waste.

Assembly Bill 341 (2011) increased the statewide waste diversion goal to 75 percent by 2020 and mandated recycling for commercial and multi-family residential land uses.

Assembly Bill 1826 (PRC §§ 42649.8 et seq.), signed into law in September 2014, requires recycling of organic matter by businesses and multifamily residences of five or more units that generate such wastes in amounts over certain thresholds.

The proposed school would include storage areas for recyclable materials and would take part in a recycling program. Project development would not conflict with laws governing solid waste disposal, and no impact would occur.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XX. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Does the project have impacts which are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a 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). | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Explanation:

- 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, 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?**

Less Than Significant Impact. Potentially significant biological impacts are unlikely because the project area is located within a developed urban area and there are no rare or endangered plants or animal species or habitat within the project area. As such, the proposed project would not have the potential to substantially degrade the quality of the environment. Implementation of existing regulations and LAUSD Standard Conditions of Approval would ensure that project-related effects on cultural resources remain at levels that are less than significant.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a 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.)**

Less Than Significant Impact with Mitigation Incorporated. Eleven cumulative projects were identified for the proposed project (see Table 19). The closest on is the 159,000 sq. ft. Teledyne Creative Office located at 12964 Panama Street at Alla Road, adjacent to the project site to the south. The Initial Study has addressed the impacts associated with the proposed project and found only one potentially significant impact that requires mitigation. The impact is related to the potential discharge of contaminated groundwater. This impact would also have the potential to result in cumulative effects associated with the project and the cumulative projects. Implementation of the Mitigation Measure HAZ-1 would reduce potential impacts on an individual basis to less than significant levels, as well as limit the project’s contribution to cumulatively considerable effects. Therefore, potential impacts to cumulative effects would be less than significant with the incorporation of mitigation.

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

No Impact. Potentially significant impacts to hazards are identified in this Initial Study. Mitigation measure HAZ-1 would reduce this impact to less than significant levels are required. No significant impacts on human beings would remain after implementation of the required mitigation.

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