Errata 2

Archer Forward: Campus Preservation and Improvement Plan Final Environmental Impact Report

A. Background and Introduction

In accordance with Section 15082 of the California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles prepared and circulated a Notice of Preparation for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties for a 30-day review period, beginning January 3, 2012. Subsequently, a Draft Environmental Impact Report (EIR) was prepared and, in accordance with CEQA, the Draft EIR was initially circulated for a 46-day public comment period beginning February 27, 2014, and ending April 14, 2014. In response to public comments, the comment period was extended an additional 15 days through April 29, 2014, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. A Final EIR that included responses to comments on the Draft EIR and corrections and additions to the Draft EIR was prepared and distributed in November 2014. An Errata to the Final EIR (referred to as Errata 1) that described further refinements to the Project was also prepared and made available to the public in December 2014. The Draft EIR, Final EIR, Errata 1, and this second Errata (Errata 2) comprise the EIR for the Project.

Subsequent to completion of the Final EIR, the City of Los Angeles Hearing Officer, on behalf of the City Planning Commission, conducted a public hearing on December 8, 2014 at which members of the public had an opportunity to present oral and written testimony regarding the Project. Written comments were also received for one week after the public hearing. Based on a review of the oral and written testimony presented at the public hearing and the written comments received after the public hearing, the City has determined that many of the environmental issues raised regarding the EIR have been addressed in Section III, Responses to Comments, of the Final EIR. Accordingly, this Errata 2 focuses on commonly raised topics during the public hearing process and provides further clarification on other topics already raised during the public comment period for the Draft EIR. This Errata 2 also provides additional general clarifications and specific corrections and additions to the EIR with additions shown in <u>underline</u>.

B. Commonly Raised Topics During the Public Hearing Process

1. Traffic, Access, and Parking

An evaluation of traffic-, access-, and parking-related comments received after release of the Final EIR and during the public hearing process was conducted by Fehr and Peers. Based on this evaluation, Fehr and Peers determined that the responses provided in the Final EIR have fully addressed the comments regarding the Project's traffic, access, and parking impacts and the Project's traffic, access, and parking technical analyses included in the Draft EIR and Final EIR. Additional information is provided below concerning comments received regarding Mitigation Measure K-2 and Project Design Feature K-7, and potential use of temporary traffic signals during construction.

Mitigation Measure K-2 includes operational mitigation measures to mitigate significant traffic impacts associated with an event day for Interscholastic Athletic Competitions and Special Events.[1] As set forth in Mitigation Measure K-2, these limits would be enforced via measures that will be incorporated in the School's Event Parking and Transportation Management Plan, which would be developed in accordance with Project Design Feature K-7. A primary feature of the Event Parking and Transportation Management Plan is a parking reservation system. This parking reservation system would ensure that the arrival vehicle limits set forth in Mitigation Measure K-2 during certain Interscholastic Athletic Competitions and Special Events are met. The parking reservation system is expected to consist of a mobile application with an automated parking reservation and ticketing system for those Interscholastic Athletic Competitions and Special Events that are subject to the limits in Mitigation Measure K-2. Guests seeking to attend an Interscholastic Athletic Competition or Special Event without a parking reservation or a Walking, Biking, or Transit Pass would be denied access to the campus. The School would monitor the event limits by issuing Parking Passes through the mobile application described above. As set forth in Project Design Feature K-7, the mobile application would include a reporting capability so that system logs can be generated regarding the issued parking reservations. Project Design Feature K-7 has been further refined to clarify these provisions (refer to revised Project Design Feature K-7 below). In addition, as described in Project Design Feature K-1, to ensure implementation of the Traffic Management Program, the School would continue to inform parents, students, faculty, and staff in writing on an

[1] *As noted below in Section D, General Corrections, "School Function" has been renamed to "Special Event." This is a title change only and does not affect how a School Function or Special Event is defined. This change is incorporated throughout this Errata 2.*

annual basis of all rules regulating School traffic. The School would also maintain a progressive disciplinary system of enforcement to ensure compliance with the Traffic Management Program. In addition, prior to the beginning of each Academic Year, the School would inform other schools that will be participating in Interscholastic Athletic Competitions of the rules regulating School traffic and parking, including the parking reservation system.

Certain comments stated that the Final EIR improperly dismissed potential use of temporary traffic signals during construction and that an analysis of a traffic signal control at the School exit driveway, including preparation of traffic signal warrant sheets, should be conducted during construction and after completion of the Project. As discussed in Topical Response 7, Potential Traffic Impacts Associated with Proposed Campus Operations, included in Section III, Responses to Comments, of the Final EIR, exiting vehicles are generally able to make the left-hand turn from the School's driveway onto Sunset Boulevard, oftentimes using the center left-turn lane that is present on Sunset Boulevard in front of the Project Site. Installing a temporary signal at the School's exit onto Sunset Boulevard would create additional delay for vehicles on Sunset Boulevard. Furthermore, during construction, Mitigation Measure K-5 calls for the use of flaggers to safely control construction equipment traffic access to City streets adjacent to the Project Site.

2. Noise

An evaluation of the comments concerning noise received after release of the Final EIR and during the public hearing process was conducted by the noise consultant AES. Based on this evaluation, AES determined that the majority of the comments raised are similar to or the same as those comments already addressed in the Final EIR and that the responses provided in the Final EIR fully addressed the comments regarding the Project's noise impacts and the Project's noise technical analysis included in the Draft EIR. Additional information is provided below concerning comments received regarding Project Design Feature I-8, athletic activity noise, and the dance noise analysis.

Certain comments expressed concerns over the feasibility of Project Design Feature I-8, which requires the use of the proposed underground pedestrian pathway between the underground parking structure and the Multipurpose Facility and the Performing Arts Center, after 8:00 P.M. All guests leaving Special Events and Interscholastic Athletic Competitions in the Multipurpose Facility or the Performing Arts Center after 8:00 P.M. would be directed by staff to the required use of the underground pedestrian pathway with measures that may include signage, temporary rope lines, or other additional notification strategies. Project Design Feature I-8 has been further refined to clarify these provisions (refer to revised Project Design Feature I-8 below). In addition, exiting from the

Multipurpose Facility and the Performing Arts Center to the underground pedestrian pathway would be designed with treatments, including finishes and lighting, which would be complementary to the Multipurpose Facility and Performing Arts Center lobby spaces to facilitate and encourage use. The Multipurpose Facility would include two stairway exit doors that lead to the underground parking structure and two elevators, which, together, provide sufficient exiting capacity to the underground parking structure. The Performing Arts Center would include two stairway exit doors that lead to the underground parking structure and one elevator, which also provide sufficient exiting capacity to the underground parking structure.

Other comments expressed concerns about the City's noise impact threshold and requested clarification as to how athletic activity noise would be prevented from increasing to higher dBA levels (e.g., up to 100 dBA). Noise levels from on-site athletic activities would not approach 100 dBA. This is because sound levels in dBA are added in a logarithmic basis wherein the doubling of the sound [calculated as 10*log(2)] results in a 3-dBA increase in noise levels and an increase of ten times the sound [calculated as 10*log(10)] results in a 10-dBA increase in noise levels. For example, doubling the number of sound sources associated with spectators would result in an increase of only 3 dBA. With respect to the Project, the overall noise level from the School's existing soccer activities at Receptor Site LR02 is estimated at 61 dBA L_{eq}. To increase the noise level from 61 dBA L_{eq} to 100 dBA, an approximate 40-dBA increase, would require the number of the spectators to increase by nearly 10,000 times, which is not physically possible given the size of the Project Site.[2]

Comments concerning use of the A-weighted decibel (dBA) noise descriptor for evaluating "Dance" noise impacts (which would be anticipated to occur inside the proposed Multipurpose Facility) due to the low frequencies of bass sound were addressed in Section III, Responses to Comments, of the Final EIR, in Response to Comment No. 51-109. As explained, the noise limit as provided in Los Angeles Municipal Code Chapter XI, Noise Regulation, accounts for low frequency sound (such as musical drum bass sound) by imposing a 5-dB additional penalty on such type of sound. Some comments asserted that the noise analysis should be made using the C-weighted decibel (dBC) descriptor or the 1/1 octave band frequency data.[3] The requested additional noise

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[2] *A 40 dBA increase is equal to 10*log(10,000) or 10,000 times the sound source.*

[3] *dBC is the C-Weighted sound pressure level, which typically does not filter out lower frequency sounds. It is typically used to measured sound of an impulsive nature (such as firearms discharge, explosion, fireworks, or musical bass drum beats) to account for the presence of a high level of low frequency sound. The 1/1 octave band frequency is standard octave frequency bands with the center frequency of*

(Footnote continued on next page)

analysis using dBC is not warranted as the analysis was conducted using the 1/1 octave band analysis and the noise from the Multipurpose Facility would be a minimum of 10 dBA below the lowest measured ambient noise levels between 3:00 P.M. and 11:00 P.M., since the building shell would provide a minimum noise reduction of 40 dBA. Other comments suggested that the correct analysis methodology would be to compare the 1/1 octave noise prediction with 1/1 octave ambient levels and make an assessment focused only on the bass note frequencies. This additional analysis is not warranted for the same reasons set forth above. However, in order to demonstrate this point fully, Table 1 on page 6 provides the 1/1 octave analysis for the receptor with the estimated highest noise from the Multipurpose Facility (LR08). As indicated in Table 1, the estimated noise levels from the Multipurpose Facility would be below the ambient noise levels, in dBA, dBC, as well as the 1/1 octave band frequency bands, by a minimum of 10 dB.

3. Land Use

This section addresses comments raised regarding the Project's floor area and proposed Lot Line Adjustment.

a. Floor Area

The Project Site is comprised of eight separate parcels. The southern portion of the Project Site along Sunset Boulevard, which is comprised of two lots containing the eastern and western portions of the Main Building, is zoned R-3 (Multiple Dwelling, Height District 1). The northern portion of the Project Site along Chaparal Street and Barrington Avenue, which is comprised of the remaining six lots, is zoned RE11-1 (Residential Estate, Height District 1). The Project proposes the development of school uses on the Project Site.[4,5]

Because no residential development is proposed, the City has determined that the global 3:1 floor area ratio applies to the Project. Section 12.21.1.A.1 of the City of Los

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63 Hz, 125Hz, 250Hz,… to 8,000 Hz. The 1/1 octave band frequency is typically used to present the frequency characters of the sound source (i.e., low pitch, high pitch, etc.).

[4] *As described in Errata 1, the Project proposes to extend the eastern lot line of the Chaparal Parcel in a southerly direction such that it intersects the existing southern lot line of the Barrington Parcel to combine the Chaparal Parcel and the Campus Portion of the Barrington Parcel. The remaining 15,574-square-foot Residential Portion of the Barrington Parcel would be maintained for residential use, and has not been factored into the floor area calculations for the Project.*

[5] *As described in Errata 1, the Project would continue to use the Barrington Parcel for construction access and staging. During operation, the Residential Portion of the Barrington Parcel would not be used for independent school use.*

Table 1
1/1 Octave Analysis

Description	Noise Levels in 1/1 Octave Band Frequency, Hz								dBA[c]	dBC[d]
	63	125	250	500	1000	2000	4000	8000		
Estimated Noise from Multipurpose Facility[a]	42	38	36	27	28	27	26	20	34	45
Ambient Noise Levels[b]	54	54	46	41	43	37	36	35	47	57

[a] *Draft EIR Appendix N2 (page 659), Lima calculation output for Receptor LR08.*
[b] *Draft EIR Appendix N1 (page 192), ambient noise measured at Location F.*
[c] *dBA levels as reported in Table 39 of the Technical Noise Study, Draft EIR Appendix N1.*
[d] *dBC levels are calculated based on the 1/1 octave band levels.*
Source: Eyestone Environmental, 2015.

Angeles Municipal Code (LAMC) provides that the total floor area contained in a lot in Height District No. 1 shall generally not exceed "three times the Buildable Area of the Lot."[6] Using the applicable 3:1 floor area ratio, at full build-out, the Project would comprise approximately 150,262 square feet, or 21 percent of the total allowable floor area.

LAMC Section 12.07.01.C.5 sets forth the maximum residential floor area for lots in the RE11 zone. Section 12.07.01.C.5 provides that the maximum residential floor area in the RE11 zone shall not exceed 35 percent of the lot area, and an additional 20 percent bonus may be applied if certain criteria are met. Because Section 12.07.C.5 applies only to residential floor area and the Applicant is not proposing any residential uses, the maximum residential floor area limits set forth in Section 12.07.C.5 are not applicable to the Project. Therefore, the total maximum floor area for the entire Project Site, including the RE11 zones, is governed by the 3:1 floor area ratio set forth in LAMC Section 12.21.1.A.1.

It is noted however that if the residential floor area limit applied, the Project would remain in compliance when the Project Site is considered as a whole. Specifically, under the maximum residential floor area limits, a total of approximately 282,984 square feet could be constructed on the Project Site. At full build-out of the proposed 150,262 square

[6] *As set forth in LAMC Section 12.03, buildable area is defined as "all that portion of a lot located within the proper zone for the proposed main building, excluding those portions of the lot which must be reserved for yard spaces, building line setback space, or which may only be used for accessory buildings or uses. For the purpose of computing the height district limitations on total floor area in buildings of any height, the buildable area that would apply to a one-story building on the lot shall be used."*

feet, the Project would comprise approximately 53 percent of the total allowable residential floor area.

b. Lot Line Adjustment

As described in Errata 1, the Project was refined to remove the proposed Aquatics Center and maintain the majority of the Barrington Parcel, referred to as the Residential Portion of the Barrington Parcel, for residential use. A 10,473-square-foot portion of the Barrington Parcel (herein referred to as the Campus Portion of the Barrington Parcel) would be used as the location of the proposed Visual Arts Center. The Project also proposes to extend the eastern lot line of the Chaparal Parcel in a southerly direction such that it intersects the existing southern lot line of the Barrington Parcel to combine the Chaparal Parcel and the Campus Portion of the Barrington Parcel. The remaining 15,574-square-foot Residential Portion of the Barrington Parcel would be maintained for residential use.

A Lot Line Adjustment may also be required to align the eastern lot line of the Chaparal Parcel and the Campus Portion of the Barrington Parcel. If the Project is approved, the Applicant would seek a future Lot Line Adjustment to adjust the existing lot lines of the Chaparal Parcel and the Barrington Parcel. Contrary to certain comments received, this Lot Line Adjustment need not occur prior to the Project's approval.

The Chaparal Parcel and the Residential Portion of the Barrington Parcel would both be legal lots that would conform to the General Plan, zoning, and building ordinances after the potential future Lot Line Adjustment.

A Lot Line Adjustment is a type of parcel map exception. The City of Los Angeles parcel map regulations are set forth in Chapter I, Article 7, Section 17.50 of the LAMC. Section 17.50.B.3 of the LAMC provides that the parcel map regulations shall not apply to certain divisions of land, including:

> *Those where the Advisory Agency of the Appeal board determines that all the following conditions exist:*
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> *(1) A lot line adjustment is made between four or fewer existing adjoining lots or parcels and the land taken from one lot or parcel is added to an adjoining lot or parcel;*
>
> *(2) The resulting number of lots or parcels remains the same or is decreased;*

(3) The parcels or lots resulting from the lot line adjustment will conform to the local general plan, any applicable coastal plan, and zoning and building ordinances.

A Lot Line Adjustment is processed by the Los Angeles Department of City Planning.

The future Lot Line Adjustment is a parcel map exemption, and the LAMC provisions for parcel maps would not apply because the Lot Line Adjustment would be made between four or fewer existing adjoining parcels and the land taken from one parcel would be added to an adjoining parcel; the resulting number of parcels would remain the same; and the parcels resulting from the Lot Line Adjustment would conform to the local General Plan and zoning and building ordinances. Accordingly, the Lot Line Adjustment would not need to be obtained prior to Project approval, and would only be sought if the Project were approved.

To process a Lot Line Adjustment, the Applicant would submit an application to the Los Angeles Department of City Planning, which would include, among other things, a Master Land Use Permit Application, a Lot Line Adjustment Map, a legal description of the parcels, deeds, a Lands Records map, title reports, a vicinity map, a ZIMAS printout, and an application fee.

No public hearing is required for a Lot Line Adjustment. Pursuant to LAMC section 17.54.A, a 15-day appeal period is provided for Lot Line Adjustment decisions. If appealed, an appeal hearing would be held within 30 days of the end of the appeal period, and a decision would be issued within 14 days of the appeal hearing.

If the Project is not approved, the Applicant has indicated that it would not seek a Lot Line Adjustment. If the Project is approved, and a Lot Line Adjustment is denied, the Project would still be permitted to proceed pursuant to the terms and conditions of a conditional use permit; however, lot lines would not be adjusted to only permit residential uses within the Barrington Parcel. Thus, because the Project is not dependent upon the Lot Line Adjustment, the Project may proceed to approval without the prior approval of the Lot Line Adjustment.

Further, some comments suggested that LAMC section 12.36.C.5 requires that the Lot Line Adjustment approval be obtained prior to Project approval. The filing requirements pursuant to Section 12.36.B apply to entitlements necessary to complete the Project. However, the Lot Line Adjustment is not necessary to complete the Project.

4. Cumulative Impacts

Regarding comments received concerning the Project's cumulative impacts, as discussed on pages III-4 through III-7 in Section III, Environmental Setting, of the Draft EIR, the Draft EIR analyzed the Project's potential cumulative impacts. The list of related projects analyzed as part of the cumulative impacts analysis included proposed development projects in the area that could affect conditions in the Project area and was prepared based on information obtained primarily from the City of Los Angeles Department of Transportation and the City of Los Angeles Department of City Planning. A total of 11 potential related development projects were identified within the vicinity of the Project Site and were included in the cumulative impact analysis for the Draft EIR. In addition, the traffic analysis included a background growth rate and an analysis of related development projects in the area to capture the effect of growth and additional projects outside of Brentwood but within the Westside.

In accordance with CEQA Guidelines Section 15130(d), "the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." Cumulative analysis is guided by practicality and reasonableness, and should not focus on the cumulative impacts from other projects. Here, by analyzing the cumulative impacts from the related projects identified by the City and applying a background growth rate, the EIR adequately analyzed the potential cumulative impacts of the Project.

5. Baseline Conditions

Additional comments concerning the baseline conditions were also received. In accordance with CEQA Guidelines Section 15125(a), the baseline for environmental review is typically existing conditions at the time of environmental review. The Draft EIR appropriately identified and analyzed the proposed changes to existing conditions (at the time of the NOP). The Notice of Preparation was released on January 3, 2012. Therefore, the existing conditions description throughout the Draft EIR used the 2011–2012 Academic Year enrollment of 430 students as the baseline conditions.

C. Three-Year Construction Schedule

In response to additional comments raised regarding the construction duration after release of the Final EIR, the Project has been refined to be implemented within a 3-year construction timeframe. The construction timeframe was compressed by expediting the sequencing of construction activities and providing for more overlap of construction

activities. Construction activities under the approximate 3-year construction timeframe would occur Monday through Saturday, as permitted by the LAMC. If Saturday construction is not implemented, the 3-year construction schedule would need to be extended by approximately 7.5 months, for a total construction duration of 3 years 7.5 months. Construction under the 3-year construction schedule would not necessarily be consecutive and could occur over intermittent periods.

Similar to what is proposed for a 3-year construction schedule, the Draft EIR analyzed a construction schedule where all phases of the Project would be constructed concurrently (the accelerated construction schedule). The 3-year construction schedule tiers off of the accelerated construction schedule and assumes no increase in maximum numbers of construction equipment, grading, construction truck and construction worker trips, or construction hours of operation above that were already evaluated for the peak construction day within the Draft EIR. Thus, while the intensity of activity on the peak construction days would be similar to those already analyzed in the Draft EIR, the difference between a 3-year construction schedule and the schedule evaluated in the Draft EIR for the Project (6-year construction schedule) would be the number of days during which peak construction activities could occur.

As described in Section II, Project Description, of the Draft EIR, development of the Project was anticipated to begin with the North Wing Renovation, which was anticipated to be completed as early as the summer of 2015, followed by Phase 1 and Phase 2. Due to the time that has passed, development of the Project would commence later than anticipated in the Draft EIR. In addition, as additional overlap of construction activities would occur under a 3-year construction schedule, the maximum construction assumptions regarding construction equipment and construction truck or worker trips provided in the Draft EIR would be experienced on more days throughout the construction period. Nonetheless, as noted above, the 3-year construction schedule would not result in an increase in the numbers of construction equipment, amount of grading, numbers of construction truck and construction worker trips, or construction hours of operation above that already evaluated for the peak construction day within the Draft EIR.

Consistent with the analysis of construction access in the Draft EIR, it is anticipated that access to and from the Project Site for haul trucks and equipment/material delivery trucks would be from Sunset Boulevard, Chaparal Street, and Barrington Avenue during the 3-year construction schedule. Use of these access points was evaluated in the Draft EIR. The preferred haul route option under the 3-year schedule would continue to be Sunset Boulevard to the I-405 Freeway (Option A within the Draft EIR). Additional access route options would continue to include: access routes along Wilshire Boulevard to the I-405 Freeway via Barrington Avenue: one with and one without using San Vicente

Boulevard (Haul Route Option B and Haul Route Option C, respectively), and an access route to the I-405 Freeway from Wilshire Boulevard via westbound Sunset Boulevard to Kenter Avenue, Bundy Drive, and San Vicente Boulevard (Haul Route Option D). Due to the reduced construction timeframe, peak use of the site access points and haul routes would occur more often, but would not exceed the maximums evaluated in the Draft EIR. Other construction-related activities, including parking and staging areas would be similar to that analyzed in the Draft EIR.

As with the accelerated construction schedule evaluated in the Draft EIR, the Temporary Classroom Village under a 3-year construction schedule would be located within the Chaparal Parcel and the Barrington Parcel. The Temporary Classroom Village would comprise temporary modular buildings to accommodate classrooms, a dance studio, offices, and changing rooms to be used for classroom functions. The Temporary Classroom Village would include approximately 15 temporary modular classroom structures with two rooms each (totaling 30 classrooms) and two ancillary restroom structures that would be approximately 14 feet in height. An enclosed, at-grade access way would be provided to transition between the northeast corner of the Main Building and the Temporary Classroom Village. Construction vehicles would access the Project Site via a ramp that would be below grade below the enclosed access way and located at the existing driveway along the east of the Main Building that leads to the surface parking areas behind and west of the Main Building. The access way is expected to be built with steel, metal, and concrete, and wood barricades would enclose the access way to provide protection from construction activities. For pedestrians, the access way would appear similar to the covered pedestrian barricades used on sidewalks adjacent to construction throughout the City.

The Temporary Classroom Village may be visible from certain vantage points along Chaparal Street and to a lesser extent from Barrington Avenue as well as from the upper levels of the existing single- and multi-family residential properties abutting and adjacent to the Project Site. However, the perimeter of the area of the Project Site proposed for use by the Temporary Classroom Village is mostly surrounded by mature landscaping and/or walls and fences that would help obstruct views of the Temporary Classroom Village. In addition, the temporary structures would be lower in height than the nearby residential uses, which range from approximately 30 to 43 feet in height. Furthermore, temporary construction barriers may also be installed at the Project Site boundary during construction, which would further obstruct public views of the temporary structures. Thus, as discussed in the Draft EIR, visual impacts associated with the Temporary Classroom Village would be less than significant and temporary in nature. Once the new North Wing Renovation is complete, the Temporary Classroom Village and the enclosed access way would be removed and instructional activities would return to the North Wing.

As previously described, an analysis of potential construction impacts under an accelerated construction schedule during which Project construction activities could be concurrent and completed within a shorter time period was conducted as part of the Draft EIR. The analysis of an accelerated construction schedule assumed maximum construction activities occurring within the Project Site. Therefore, the potential impacts of the 3-year construction timeframe being considered by the Applicant have been addressed as part of the accelerated construction schedule analyzed in the Draft EIR. Provided below is an overview of the maximum construction-related air quality, noise, and traffic impacts expected under a 3-year construction schedule. As demonstrated below, the 3-year construction schedule would not result in new significant environmental impacts to air quality, noise, and traffic or an increase in the severity of those impacts beyond those set forth in the Draft EIR.

1. Construction-Related Air Quality Impacts

As set forth in the Final EIR, implementation of mitigation measures would reduce regional and localized construction emissions to less than significant levels. The proposed 3-year construction schedule would be within the envelope of analysis of the accelerated construction schedule evaluated in the Draft EIR.

The three year construction schedule would not result in an increase in construction equipment, grading, construction truck or worker trips, or construction hours of operation above that already evaluated for the peak construction day under the accelerated schedule within the Draft EIR. Thus, as evaluated in the EIR, regional and localized air quality impacts during construction under the 3-year construction timeframe would continue to be less than significant with incorporation of mitigation measures. It is noted that emission factors for future subsequent years set forth in the AQMD modeling programs result in reduced emissions due to implementation of regulations that result in cleaner burning vehicular engines and construction equipment. Thus, extending the start of construction would actually result in improved air quality emissions for a given project.

2. Construction-Related Noise Impacts

Under a 3-year construction schedule, the sequencing of construction activities would be expedited and additional overlap of construction activities throughout the construction period would be provided, similar to the accelerated construction schedule evaluated in the Draft EIR. Accordingly, it is expected that the maximum construction assumptions regarding construction equipment and construction truck or worker trips provided in the EIR would be experienced on more days throughout the construction period as compared to the Project's 6-year construction schedule. However, the maximum

number and types of on-site construction equipment under the 3-year construction schedule would be within the envelope of the on-site construction equipment evaluated in the Draft EIR during peak construction activities. In addition, the construction hours under the 3-year construction schedule would not extend beyond the timeframes evaluated in the Draft EIR. Furthermore, the analysis of on-site construction noise in the Draft EIR conservatively assumed worst-case conditions wherein the maximum amount of construction equipment was assumed to operate closest to each of the off-site receptors. Therefore, the noise impacts from the 3-year construction schedule during the peak construction period would be similar to the maximum noise levels included in the Draft EIR. Nevertheless, consistent with the conclusions reached in the Draft EIR, even with implementation of mitigation measures, noise impacts from on-site construction activities would be temporary and would remain significant and unavoidable under the 3-year construction schedule.

As discussed above, the peak number of construction trucks and hours of construction activities under the 3-year schedule would be within the maximum number of construction trucks anticipated during peak construction activities and hours of construction set forth in the Draft EIR. Thus, the noise impacts from truck queuing under the 3-year construction schedule would be similar to the Project's queuing impacts and would result in significant noise impacts.

With regard to off-site traffic noise, the 3-year construction schedule would include potential use of the four haul route options studied in the Draft EIR and would be within the maximum number of construction-related trips (vendor/haul/concrete trucks and worker vehicles) during peak construction activities evaluated in the Draft EIR. The construction hours under the 3-year construction schedule would also be similar to that provided for in the Draft EIR. Therefore, the off-site construction noise levels under the 3-year construction schedule would be similar to the noise levels provided in Section IV.I, Noise, of the Draft EIR. Thus, as set forth in the Draft EIR, during weekday and weekend construction hours, noise levels due to construction traffic would exceed significance thresholds at certain representative receptors and would remain significant.

As with the accelerated construction schedule evaluated in the Draft EIR, noise levels from use of the Temporary Classroom Village under a 3-year construction schedule would not exceed 10 dBA above the ambient noise levels at any of the off-site noise-sensitive receptors. As such, noise impacts from the Temporary Classroom Village would be less than significant.

With regard to construction vibration, as discussed above, the maximum construction equipment mix and hours of construction under the 3-year construction

schedule would be within the maximum construction equipment mix anticipated during peak construction activities set forth in the Draft EIR. Therefore, the on-site and off-site vibration impacts under the 3-year construction schedule are expected to be similar to the Project's vibration impacts. As indicated in the Draft EIR, vibration impacts with respect to potential building damage from on- and off-site construction activities would be less than significant. However, vibration impacts with respect to human annoyance from on- and off-site construction activities would be significant (similar to the Project).

3. Construction-Related Traffic and Access Impacts

As previously discussed, due to the time that has passed, development of the Project would commence later than anticipated in the Draft EIR. An analysis of the potential traffic impacts associated with a 3-year construction schedule and an extended construction start date was conducted by the original Project traffic consultant Fehr & Peers, which is included as Appendix A to this Errata 2 and summarized below.

Under the 3-year construction schedule, it is anticipated that site access for haul trucks and equipment/material delivery trucks would be from Sunset Boulevard, Chaparal Street, and Barrington Avenue. Access from each of these locations was evaluated in the EIR. The preferred haul route option under the 3-year schedule would continue to be the use of Sunset Boulevard to the I-405 Freeway (Haul Route Option A). However, Haul Route Options B, C, and D could also be used, with use of Haul Route Option B limited to no more than 20 total truck trips (10 round truck trips) in a single hour during the peak excavation and haul activities, as provided below in Project Design Feature K-8. As described above, due to the time that has passed, development of the Project could commence later than anticipated in the Draft EIR. In addition, under a 3-year construction schedule, the sequencing of construction activities would be expedited and additional overlap of construction activities throughout the construction period would be provided. Accordingly, it is expected that the maximum construction assumptions regarding construction equipment and construction truck and construction worker trips provided in the EIR would be experienced on more days throughout the construction period, as compared to the original 6-year construction timeframe for the Project. Thus, peak use of each of the site access driveways along Sunset Boulevard, Chaparal Street, and Barrington Avenue would occur more often. However, the 3-year construction schedule would not result in an increase in construction equipment, grading, construction truck or worker trips, or construction hours of operation above that already evaluated for the peak construction day within the Draft EIR.

In addition, Fehr & Peers conducted an analysis of intersection impacts under the 3-year construction schedule and determined that intersection impacts during construction

would be similar to the traffic impacts identified for the Project. Specifically, significant construction impacts would occur at: Intersection No. 5, Barrington Avenue & Sunset Boulevard; Intersection No. 6, Barrington Place & Sunset Boulevard; Intersection No. 8, Church Lane & Sunset Boulevard; Intersection No. 15, Barrington Avenue & Wilshire Boulevard (under Haul Route Option C—Barrington–Wilshire only); and at Intersection No. 16, San Vicente Boulevard/Federal Avenue & Wilshire Boulevard. If construction activities were to occur on Saturdays, Intersection No. 14, Barrington Avenue & San Vicente Boulevard (under Haul Route Option C—Barrington–Wilshire) and Intersection No. 12, San Vicente Boulevard & Montana Avenue (under Haul Route Option D—Bundy–San Vicente–Wilshire) could also potentially be impacted. In addition, if up to 30 construction worker vehicles depart the Project Site between 6:00 P.M. and 7:00 P.M., Intersection No. 6, Barrington Place & Sunset Boulevard could also potentially be impacted. Moreover, with regard to potential neighborhood intrusion impacts during construction, the 3-year construction schedule would be expected to generate maximum levels of trips similar to those estimated for the Project during peak construction activities. Therefore, under a 3-year construction schedule, construction traffic would also result in less-than-significant traffic impacts at the analyzed street segments, which include Chaparal Street between Barrington Avenue and Westgate Avenue and Barrington Avenue between Sunset Boulevard and Chaparal Street, under Baseline With Project conditions and Future (Horizon Year 2020) With Project conditions, respectively, and a temporary significant impact at Chaparal Street between Barrington Avenue and Westgate Avenue under the Modified Analysis Baseline with Project Conditions and Modified Analysis Future (Horizon Year 2020) with Project Conditions evaluated in the Draft EIR.

4. Conclusion

Based on the above, the intensity of construction activities during peak construction days would be similar to that evaluated in the Draft EIR under the 3-year construction schedule compared to the original 6-year construction schedule evaluated for the Project. However, the overall duration of construction activities and associated impacts would occur for a shorter period (three years versus six years). During the 3-year construction period, the number of days on which peak construction activities occur could be greater than under the 6-year construction period, but, construction and its related impacts would occur over only a 3-year timeframe as opposed to a 6-year period. The change in the number of peak construction days would not result in new impacts under CEQA as construction-related impacts are determined based on a peak day and the intensity of construction would not change under the 3-year construction schedule. For example, as specified in the *L.A. CEQA Thresholds Guide*, project impacts with regard to air quality are determined based on an evaluation of the emissions from all construction-related activities, including equipment, earth moving, and worker travel, using the worst-case day, as was evaluated in

the Draft EIR.[7] Similarly, project impacts with respect to construction traffic are determined based on the A.M. and P.M. peak traffic periods on a single day and construction noise impacts are determined based on maximum construction activities on a single day. Therefore, the 3-year construction schedule would not result in new significant impacts or a substantial increase in the severity of an impact already identified in the EIR. Thus, recirculation of the EIR is not necessary.

D. General Corrections

1. Refined Excavation due to Removal of Aquatics Center

As described in the Draft EIR, the Project would result in the excavation of approximately 98,853 cubic yards of soil, of which approximately 258 cubic yards would be used for fill on-site and the remaining 98,595 cubic yards would be exported off-site. As provided in Errata 1, the Project was refined to remove the Aquatics Center. With removal of the Aquatics Center and other Project refinements, the total excavation and amount of soil to be exported would be reduced to a total excavation of approximately 95,366 cubic yards and soil export of 95,108 cubic yards. Of the total reduced excavation, approximately 258 cubic yards of soil would continue to be used for fill on-site.

2. Special Events

The EIR and corresponding Mitigation Monitoring and Reporting Program have been amended to refine the name of "School Function" to "Special Event." This is a title change only and does not affect how a School Function or Special Event is defined.

3. Mitigation Monitoring Program

The EIR and corresponding Mitigation Monitoring and Reporting Program (MMRP) have been amended to refine the name of the Mitigation Monitoring and Reporting Program to Mitigation Monitoring Program (MMP).

[7] *City of Los Angeles. L.A. CEQA Thresholds Guide, 2006, B.1. Construction Emissions, page B.1-4.*

E. Corrections and Additions to the EIR

1. Additional Refinements to Proposed Campus Operations

Section II, Project Description, of the Draft EIR included the proposed campus operations with implementation of the Project. In response to comments received after release of the Draft EIR and Final EIR, additional refinements to the proposed campus operations were made in the Final EIR and Errata 1, respectively. The revised campus operations listed below incorporate the changes from the Final EIR and Errata 1 with additional deletions shown in ~~strikethrough~~ and additions shown in underline. The following also incorporates the change to rename School Functions to Special Events.

- General Hours of Operation shall include Instruction, Extracurricular Activities, and Customary School Activities.
  - Instruction is defined as all teaching and learning at the School. Instruction includes physical education classes. Instruction shall be permitted at varying times based on the Instruction location.
    - Instruction shall be permitted in all School Buildings and Courtyards, Monday through Friday from 7:00 A.M. to 6:00 P.M., and Saturday from 9:00 A.M. to 6:00 P.M. Instruction and Extracurricular Activities on Saturday in School Buildings and Courtyards shall be limited to no more than 30 percent of enrolled students. For reference, the Draft EIR proposed to permit Instruction in School Buildings and Courtyards, beginning at 7:00 A.M. on Saturday, with no limit on the number of participating students.
    - Instruction shall be permitted on the Athletic Field Monday through Friday from 7:40 A.M. to 6:00 P.M., and Saturday from 10:00 A.M. to 6:00 P.M. instruction on the Athletic Field on Saturday shall be limited to 4 hours per day and 10 days per year and shall be limited to no more than 30 percent of enrolled students. For reference, the Draft EIR proposed to permit Instruction on the Athletic Field beginning at 7:00 A.M. Monday through Saturday. The Draft EIR also proposed to permit Instruction on the Athletic Field with no limits on the number of hours per day, days per year, or participating students.

- Extracurricular Activities are defined as student activities with faculty and/or parent volunteer oversight, which do not involve guests. Extracurricular Activities include, but are not limited to, athletic team practices, rehearsals, and student organizations. Extracurricular Activities shall be permitted at varying times based on the Activity location.

    - Extracurricular Activities in all School Buildings and Courtyards shall be permitted Monday through Friday from 7:00 A.M. to 10:00 P.M. and Saturday from 9:00 A.M. to 6:00 P.M. Instruction and Extracurricular Activities in School Buildings and Courtyards on Saturday shall be limited to no more than 30 percent of enrolled students. For reference, the Draft EIR proposed to permit Extracurricular Activities in all School Buildings and Courtyards on Saturday beginning at 7:00 A.M., with no limit on the number of participating students.

    - Extracurricular Activities on the Athletic Field shall be permitted Monday through Friday from 7:40 A.M. to 6:00 P.M. and Saturday from 10:00 A.M. to 6:00 P.M. Extracurricular Activities on the Athletic Field on Saturday shall be limited to 4 hours per day and 10 days per year and shall be limited to no more than 30 percent of enrolled students. For reference, the Draft EIR proposed to permit Extracurricular Activities on the Athletic Field Monday through Friday beginning at 7:00 A.M. The Draft EIR also proposed to permit Extracurricular Activities on the Athletic Field on an unlimited number of Saturdays, with no limit on the number of participating students.

- Customary School Activities include trustee meetings, parent/teacher conferences, and other school activities related to teaching, learning, and school operations that involve no more than 50 guests on campus. Customary School Activities shall be permitted in all School Buildings and Courtyards Monday through Friday from 7:00 A.M. to 10:00 P.M. and Saturday from 9:00 A.M. to 6:00 P.M. For reference, the Draft EIR proposed to permit Customary School Activities in all School Buildings and Courtyards on Saturday beginning at 7:00 A.M.

- Interscholastic Athletic Competitions are defined as student activities generally involving visiting athletic competitors/teams and

guests. Interscholastic Athletic Competitions shall be permitted at varying times based on the Competition location.

- Interscholastic Athletic Competitions in the Multipurpose Facility shall be permitted Monday through Friday from 7:00 A.M. to 10:00 P.M. and Saturday from 9:00 A.M. to 6:00 P.M. For reference, the Draft EIR proposed to permit Interscholastic Athletic Competitions in the Multipurpose Facility on Saturday beginning at 7:00 A.M.

- Interscholastic Athletic Competitions on the Athletic Field shall be permitted Monday through Friday from 7:40 A.M. to 6:00 P.M. and Saturday from 10:00 A.M. to 6:00 P.M. Interscholastic Athletic Competitions on the Athletic Field on Saturday shall be limited to 4 hours per day and 10 days per year. For reference, the Draft EIR proposed to permit Interscholastic Athletic Competitions on the Athletic Field Monday through Friday from 7:00 A.M. to 8:00 P.M. and Saturday beginning at 7:00 A.M. on an unlimited number of Saturdays.

- While anticipated that most Interscholastic Athletic Competitions will be concluded within the permitted times, Interscholastic Athletics Competitions hours shall provide flexibility for overtime.

- Saturday use of the Athletic Field for Instruction, Extracurricular Activities, and Interscholastic Athletic Competitions shall be permitted for 4 hours between 10:00 A.M. to 6:00 P.M. for 10 days per year. Instruction and Extracurricular Activities shall be limited to no more than 30 percent of enrolled students. While anticipated that most Interscholastic Athletic Competitions will be concluded within the permitted times, flexibility for overtime shall be provided for the Interscholastic Athletic Competitions.

- Special Events are defined as planned functions that involve students and/or guests on campus. In response to comments on the Draft EIR, the maximum number of Special Events ~~is~~ was reduced from 98 to 86 per year. The categories of Special Events are modified to eliminate Interscholastic Athletic Tournaments. As a result of further Project refinements and response to topics raised after release of the Final EIR and during the public hearing process, the maximum number of Special Events has been reduced from 86 to 76 per year.

  - Categories of Special Events shall include Academic and Leadership Functions; Admissions Functions; Alumnae Functions; Dances and Socials; Graduation; Music Functions;

Parents and Family Functions; Performances; Student Enrichment Functions; and Visual Arts Functions. The specific Special Events may vary each Academic Year depending on Archer's instructional needs.

- Special Events in all School Buildings and Courtyards shall be permitted Monday through Friday from 10:00 A.M. to 10:00 P.M., on Saturdays from 9:00 A.M. to 10:00 P.M., and Sunday from 12:00 P.M. to 7:00 P.M. ~~Eight~~ Six Special Events shall be permitted to conclude by 11:00 P.M. on Fridays and Saturdays. No more than ~~5~~ 4 Special Events shall be permitted on Sunday. Upper School Graduation shall be permitted on the Athletic Field from 10:00 A.M. to 4:00 P.M. on one Saturday per year.

- Of the ~~86~~ 76 proposed Special Events, Archer would be limited to ~~27~~ 21 Special Events with up to 100 guests, ~~22~~ 20 Special Events with up to 200 guests, ~~26~~ 27 Special Events with up to 300 guests, ~~7~~ 6 Special Events with up to 500 guests, ~~3~~ 1 Special Event with up to 650 guests, and 1 Special Event (Graduation) with up to 800 Guests.

- Administration, maintenance personnel, and security personnel may be present on the campus at any time.

- Outdoor facilities maintenance, including grounds maintenance or any mechanized maintenance activities, shall be permitted Monday through Friday from 8:00 A.M. to 6:00 P.M. and Saturday from 8:00 A.M. to 6:00 P.M. Outdoor facilities maintenance shall be permitted outside of these times in emergency repair situations.

As part of the Project, summer academic and camp programs may occur for up to six weeks when the academic year is not in session between the hours of 8:00 A.M. and 5:00 P.M. Monday through Friday. Schools in Los Angeles routinely offer summer academic and camp programs for purposes of academic remediation, enrichment, or acceleration, and athletic skill development. With appropriate facilities, the School's summer program also would be able to offer traditional camp programs, which include sports (e.g., volleyball, basketball, soccer, and softball), games, arts, crafts, nature, and cooking. The School's program would serve up to 350 students primarily in the School Buildings and Courtyards. The athletic field may be used between the hours of 10:00 A.M. and 4:00 P.M. The number of students on the athletic field is anticipated to be similar to a typical fitness class during the academic year. All participants in the summer programs would arrive and depart on

buses. There would be no parent drop offs or pick-ups allowed at the School or in the surrounding neighborhood.

The Project previously proposed community use of the facilities a maximum of 24 days per year. In response to comments on the Draft EIR, the Project has been refined to remove the proposed community use of the facilities.

The Project also previously proposed the rental, lease, and use of the facilities for non-School use (e.g., club athletics, weddings, private parties) a maximum of 24 days per year. In response to comments, the Project has been refined to remove the proposed rental, lease, and use of the facilities for non-School Uses.

As set forth in the Draft EIR, filming on the campus for commercial purposes would continue to be prohibited except when the School is not in session and provided the filming revenue is placed in the School's scholarship fund. Filming would be permitted for no more than 24 days per year. All trucks and equipment would be required to use the School's underground parking structure. Parking on neighborhood streets would be strictly prohibited. No outdoor lighting or amplified noise would be allowed on the athletic field, North Garden, Arts Plaza, or in the Court of Leaders. Filming would only be permitted when the School is not in session (i.e. during the summer, non-school days, and after school on weekdays). Hours would be further restricted, with filming beginning no earlier than 9:00 A.M. and concluding no later than 6:00 P.M., and no filming on Sunday. Upon agreement with the production companies, when filming occurs on campus, the School would require that students enrolled in the Advanced Film class be given the opportunity to visit the set, interact with the crew, and participate in a real-world, hands-on filming experience.

As part of the Project, new pedestrian pathways and access routes would be provided to access the Multipurpose Facility, the Visual Arts Center, the Performing Arts Center, and the underground parking structure. The Project has been refined to require mandatory use of the underground pedestrian pathway, which extends from the underground parking structure to the Multipurpose Facility and the Performing Arts Center, after 8:00 P.M. (see Project Design Feature I-8 below). In addition, the Project no longer proposes the use of a new portable public address system. Rather, use of a

non-permanent audio system solely for use during Graduation, as permitted under the Applicant's existing CUP, would continue.

2. Air Quality

Additional refinements have been made to Mitigation Measure B-4. The revised Mitigation Measure B-4 incorporates the revisions set forth in the Final EIR with additional deletions shown in ~~strikethrough~~ and additions shown in underline, as follows:

> **Mitigation Measure B-4:** The Project representative shall make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during construction of the Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each such unit's certified tier specification, BACT documentation, and CARB or AQMD operating permit shall be provided onsite at the time of mobilization of each applicable unit of equipment. Off-road diesel-powered equipment that will be used an aggregate of 40 or more hours during construction of the Project shall meet the Tier 3 standards and front-end loaders used during construction activities associated with ~~Phase 1 Excavation and Grading~~ excavation and grading for the underground parking garage and Multipurpose Facility shall meet the Tier 4 interim standards. Construction contractors supplying heavy duty diesel equipment greater than 50 horsepower shall be encouraged to apply for AQMD SOON funds. Information including the AQMD website shall be provided to each contractor which uses heavy duty diesel for on-site construction activities.

Volume I, Section IV.B, Air Quality, page IV.B-59, revise Mitigation Measure B-6 as follows:

> **Mitigation Measure B-6:** During ~~Phase 1 Excavation and Grading~~ excavation and grading for the underground parking garage and Multipurpose Facility, the Project shall use contractors for soil import/export with a minimum of 80 percent of haul trucks meeting EPA Model Year 2007 NO_X emissions levels.

This Errata 2 amends the EIR and Mitigation Monitoring Program to reflect the above additional modifications to Mitigation Measure B-4 and Mitigation Measure B-6.

3. Noise

In response to comments received after release of the Final EIR and during the public hearing process, Project Design Feature I-8 has been further refined to clarify certain provisions. These clarifications are shown in underline as follows:

> **Project Design Feature I-8:** Use of the proposed underground pedestrian pathway, which would extend from the underground parking structure to the Multipurpose Facility and the Performing Arts Center shall be required after 8:00 P.M. Monday through Saturday. Guests leaving Special Events and Interscholastic Athletic Competitions in the Multipurpose Facility or the Performing Arts Center after 8:00 P.M. shall be directed by staff to the required use of the underground pedestrian pathway. Additional notification measures may include: signage, temporary rope lines, or other additional notification strategies.

This Errata 2 amends the EIR and Mitigation Monitoring Program to reflect the above additional modifications to Project Design Feature I-8.

4. Public Services—Police Protection

Additional refinements have been made to Mitigation Measure J.2-2. The revised Mitigation Measure J.2-2 incorporates the revisions set forth in the Final EIR with additional deletions shown in ~~strikethrough~~ and additions shown in underline, as follows:

> **Mitigation Measure J.2-2:** Upon completion of~~ Phase 1, the Performing Arts Center, and Phase 2~~ each building, the Applicant shall provide the Los Angeles Police Department-West Bureau Commanding Officer with a diagram of each portion of the property, including access routes, and any additional information that might facilitate police response.

This Errata 2 amends the EIR and Mitigation Monitoring Program to reflect the above additional modifications to Mitigation Measure J.2-2.

5. Traffic, Access, and Parking

In response to comments received after release of the Final EIR and during the public hearing process, Project Design Feature K-7 has been further refined to clarify certain provisions. The revised Project Design Feature K-7 incorporates the revisions set forth in the Final EIR and Errata 1 with additional deletions shown in ~~strikethrough~~ and additions shown in underline, as follows:

Project Design Feature K-7: The Applicant shall develop an Event Parking and Transportation Management Plan that shall be employed for all Interscholastic Athletic Competitions and/or ~~School Functions~~ Special Events. The Event Parking and Transportation Management Plan shall include appropriate tools to manage and control traffic and parking for the events so that impacts to the surrounding areas are minimized and so that the limits in Mitigation Measure K-2 are enforced. Potential measures could include a parking reservation system to manage attendance, attendant-assisted parking, off-site parking, temporary increases in traffic management and parking personnel as needed, and other measures. This Plan shall be submitted to the Department of Transportation for review and approval 60 days prior to the first Interscholastic Athletic Competition or ~~School Function~~ Special Event that occurs on the proposed athletic field, Court of Leaders, Arts Plaza, Multipurpose Facility, Performing Arts Center, or Visual Arts Center. The Plan may be modified to incorporate new technologies or techniques in parking and transportation management. Any such modifications would be submitted to the Department of Transportation for review and approval.

The Plan shall include a parking reservation system designed to implement the arrival vehicle limits in Mitigation Measure K-2 on certain Interscholastic Athletic Competitions and Special Events. The parking reservation system is expected to be a mobile application with an automated parking reservation and ticketing system for those Interscholastic Athletic Competitions and Special Events that are subject to the limits in Mitigation Measure K-2. Guests seeking to attend an Interscholastic Athletic Competition or Special Event without a parking reservation would be denied access to

the campus. The mobile application shall include a reporting capability so that system logs can be generated regarding the issued parking reservations.

A report on the effectiveness of the Event Parking and Transportation Management Plan shall be included in the annual reporting by the Applicant as part of the Traffic Management Program described in Project Design Feature K-1.

Volume 2, Section IV.K, Traffic, Access, and Parking, page IV.K-47, add Project Design Feature K-8 as follows:

Project Design Feature K-8: Use of Haul Route Option B shall be limited to a maximum of 20 total truck trips (10 round truck trips) per hour during excavation and grading for the underground parking garage and Multipurpose Facility.

This Errata 2 amends the EIR and Mitigation Monitoring Program to reflect the above additional modifications to Project Design Feature K-7 and include Project Design Feature K-8.

6. Appendix B

Final EIR, Volume 6, Appendix FEIR-B, Proposed School Functions has been replaced with revised Appendix FEIR-B, Proposed Special Events, which is appended to this Errata 2.

F. Effect of Corrections and Additions

This Errata 2 documents additional changes to the EIR (comprised of the Draft EIR, Final EIR, and Errata 1). As demonstrated by the following discussion, the modifications to the EIR do not result in new significant impacts and do not warrant recirculation of the EIR.

CEQA Guidelines Section 15088.5 requires that an EIR that has been made available for public review, but not yet certified, be recirculated only if significant new information has been added to the EIR. Pursuant to CEQA Guidelines section 15088.5(c), the entire document need not be circulated if revisions are limited to specific portions of the document. The relevant portions of CEQA Guidelines section 15088.5 read as follows:

(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

(b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The information contained in this Errata 2 merely clarifies, amplifies, or makes insignificant changes to the information that has already been presented in the EIR. In addition, the modifications to the EIR are not significant because the EIR is not changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project. Based on the above, the clarifications to the EIR would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the EIR. In addition, the clarifications and additions to the EIR merely clarify, amplify or make insignificant refinements to the information that has

already been presented in the EIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met, and recirculation is not required.

Appendix A

Traffic Analysis of Three-Year Construction Phasing Plan

FEHR PEERS

Date: April 7, 2015

To: Stephanie Eyestone-Jones, Eyestone Environmental

From: Tom Gaul and Spencer Reed, Fehr & Peers

Subject: ***Archer Forward: Campus Preservation and Improvement Plan -- Traffic Analysis of Three-Year Construction Phasing Plan***

Ref: SM12-2511

Fehr & Peers prepared a traffic study in support of the Draft Environmental Impact Report (Draft EIR) published in February 2014 for the Archer Forward Project at 11725 Sunset Boulevard (*Archer Forward: Campus Preservation and Improvement Plan Transportation Analysis Report*, February 2014, hereafter referred to as the Traffic Study). Further traffic analyses were conducted in support of additional mitigation measures contained in the Final Environmental Impact Report (Final EIR) published in November 2014.

In response to additional comments raised regarding the construction duration after release of the Final EIR, the Project has been refined to be implemented within a three-year construction timeframe. The construction timeframe was compressed by expediting the sequencing of construction activities and providing for more overlap of construction activities. Construction activities under the approximate three-year construction timeframe would occur Monday through Saturday, as permitted by the LAMC. If Saturday construction is not implemented, the three-year construction schedule would need to be extended by approximately seven and one-half months for a total construction duration of three years and seven and one-half months. Construction under the three-year construction schedule would not necessarily be consecutive and could occur over intermittent periods. As demonstrated below, the three-year construction schedule would not result in an increase in significant traffic impacts or an increase the severity of those impacts beyond those set forth in the EIR.

SUMMARY OF EIR FINDINGS

Section IV.K, Traffic, Access, and, and Parking, of the Draft EIR, and Section III., Responses to Comments, C, Topical Responses, 6. Overview of Construction Traffic and Parking, analyze Project construction. The traffic analysis in the Draft EIR evaluated seven construction phases stretching across a six-year construction period: North Wing Renovation, Phase 1 Excavation and Haul, Remainder of Phase 1A Construction After Excavation, Remainder of Phase 1B, Remainder of Phase 1C, Remainder of Phase 1D, and Phase 2. The construction was assumed to begin in 2014 and be completed in year 2020. Four different haul route options were evaluated. The preferred haul route was Sunset Boulevard to the I-405 Freeway (Option A within the Draft EIR). Additional access route options included: access routes along Wilshire Boulevard to the I-405 Freeway via Barrington Avenue: one with and one without using San Vicente Boulevard (Haul Route Option B and Haul Route Option C, respectively), and an access route to the I-405 Freeway from Wilshire Boulevard via westbound Sunset Boulevard to Kenter Avenue, Bundy Drive, and San Vicente Boulevard (Haul Route Option D). The potential for the greatest level of impact

was found during two of the phases, Phase 1 Excavation and Haul in year 2015 (with the highest number of truck trips) and Remainder of Phase 1D in year 2017 (with the highest number of construction workers parked on site), with significant temporary impacts at up to seven intersections. A potential significant temporary street segment impact was also found on Chaparal Street during Phase 2 in year 2019 assuming a reduction in background traffic volumes on Chaparal Street following completion of the I-405/Sepulveda Pass improvement project. Street segment impacts on Barrington Avenue north of Sunset Boulevard were determined to be insignificant. The Draft EIR also evaluated an accelerated schedule in which the total number of trips generated by construction on any given day would not exceed the maximum numbers evaluated for the six-year construction period but the maximum trip generation levels would occur on more days than expected under the six-year schedule. The accelerated schedule, however, assumed the potential for a slightly higher usage of the Barrington Avenue driveway than did the six-year schedule. It was determined that this higher usage would not, however, create a significant street segment impact on Barrington Avenue.

EVALUATION OF THREE-YEAR CONSTRUCTION SCHEDULE

The three-year construction schedule assumes no increase in maximum numbers of construction equipment, grading, construction truck and worker trips, or construction hours of operation above that were already evaluated for the peak construction day evaluated in the EIR. Thus, while the intensity of activity on the peak construction days would be similar to those already analyzed in the Draft EIR, the difference between a three-year construction schedule and the schedule evaluated in the Draft EIR would be the number of days during which peak operations could occur. As discussed above, the construction timeframe was compressed by expediting the sequencing of construction activities and providing for more overlap of construction activities. Under the three-year construction schedule, it is anticipated that site access for haul trucks and equipment/material delivery trucks would be from Sunset Boulevard, Chaparal Street, and Barrington Avenue. Access from each of these locations was evaluated in the EIR. The preferred haul route option under the three-year schedule would continue to be the use of Sunset Boulevard to the I-405 Freeway (Option A). However, Options B, C, and D could also be used, with use of Option B limited to no more than twenty truck trips in a single hour during the peak excavation and haul activities

Due to the time that has passed, the excavation would occur later than 2015, which was analyzed in the Draft EIR. An analysis is therefore presented in this memorandum regarding whether background traffic growth to the year 2017 could result in the excavation creating more impacts than identified in the Draft EIR or the Final EIR.

The cumulative base traffic conditions projected for year 2015 in the Draft EIR were extended to year 2017 through the application of a 1% per year growth rate (consistent with the growth rate used in the Draft EIR) to the later year. The incremental impact of the Project's peak excavation and haul activities under the three-year schedule was then added to the factored year 2017 cumulative base. Tables 1A and 1B provide the detailed level of service results. As shown therein, no additional intersections would be impacted for Haul Route Options A, B, C, or D.

Similar to the finding of the Draft EIR, no significant street segment impacts would be created under the three-year construction schedule with the peak excavation and haul occurring in year 2017.

In addition, an analysis of peak construction worker trips was also evaluated for the year 2020. Specifically, the incremental impact of the maximum on-site construction worker trip activities as determined in the Draft EIR was then added to the factored year 2020 cumulative base. The detailed level of service results are included in Table 2. As can be seen, assuming peak on-site construction worker trips occur in year 2020, no new significant impacts would be created under any of the four haul route options.

No new significant street segment impacts would be created on Chaparal Street under the three-year construction schedule beyond those discussed in the Draft EIR. No significant street segment impacts would be created on Barrington Avenue.

TABLE 1A
CONSTRUCTION: PHASE 1 - EXCAVATION AND HAUL (YEAR 2017)
INTERSECTION LEVEL OF SERVICE AND SIGNIFICANT IMPACT ANALYSIS

				Cumulative Base		Haul Route Option A-Preferred Haul Route: Sunset				Haul Route Option B: Barrington-San Vicente-Wilshire				Haul Route Option C: Barrington-Wilshire				Haul Route Option D: Bundy-San Vicente-Wilshire			
ID	N/S Street Name	E/W Street Name	Analyzed Periods	V/C	LOS	V/C	LOS	Project Increase In V/C	Significant Impact	V/C	LOS	Project Increase In V/C	Significant Impact	V/C	LOS	Project Increase In V/C	Significant Impact	V/C	LOS	Project Increase In V/C	Significant Impact
1	Cliffwood Ave	Sunset Bl	7-8 AM	0.522	A	0.522	A	0.000	NO	0.522	A	0.000	NO	0.522	A	0.000	NO	0.522	A	0.000	NO
			3-4 PM	0.472	A	0.472	A	0.000	NO	0.472	A	0.000	NO	0.472	A	0.000	NO	0.472	A	0.000	NO
			5-6 PM	0.361	A	0.361	A	0.000	NO	0.361	A	0.000	NO	0.361	A	0.000	NO	0.361	A	0.000	NO
2	Kenter Ave	Sunset Bl	7-8 AM	0.722	C	0.722	C	0.000	NO	0.722	C	0.000	NO	0.722	C	0.000	NO	0.755	C	0.033	NO
			3-4 PM	0.758	C	0.758	C	0.000	NO	0.758	C	0.000	NO	0.758	C	0.000	NO	0.765	C	0.007	NO
			5-6 PM	0.552	A	0.552	A	0.000	NO	0.552	A	0.000	NO	0.552	A	0.000	NO	0.552	A	0.000	NO
3	Bundy Dr	Sunset Bl	7-8 AM	0.560	A	0.560	A	0.000	NO	0.560	A	0.000	NO	0.560	A	0.000	NO	0.576	A	0.016	NO
			3-4 PM	1.133	F	1.133	F	0.000	NO	1.133	F	0.000	NO	1.133	F	0.000	NO	1.139	F	0.006	NO
			5-6 PM	1.302	F	1.302	F	0.000	NO	1.302	F	0.000	NO	1.302	F	0.000	NO	1.302	F	0.000	NO
4	Saltair Ave	Sunset Bl	7-8 AM	0.641	B	0.641	B	0.000	NO	0.641	B	0.000	NO	0.641	B	0.000	NO	0.656	B	0.015	NO
			3-4 PM	1.023	F	1.023	F	0.000	NO	1.023	F	0.000	NO	1.023	F	0.000	NO	1.029	F	0.006	NO
			5-6 PM	1.178	F	1.178	F	0.000	NO	1.178	F	0.000	NO	1.178	F	0.000	NO	1.178	F	0.000	NO
5	Barrington Ave	Sunset Bl	7-8 AM	0.931	E	0.991	E	0.060	**YES**	0.991	E	0.060	**YES**	1.007	F	0.076	**YES**	0.975	E	0.044	**YES**
			3-4 PM	1.405	F	1.431	F	0.026	**YES**	1.426	F	0.021	**YES**	1.426	F	0.021	**YES**	1.426	F	0.021	**YES**
			5-6 PM	1.429	F	1.439	F	0.010	**YES**	1.439	F	0.010	**YES**	1.439	F	0.010	**YES**	1.439	F	0.010	**YES**
6	Barrington Pl	Sunset Bl	7-8 AM	0.789	C	0.822	D	0.033	**YES**	0.806	D	0.017	NO	0.806	D	0.017	NO	0.806	D	0.017	NO
			3-4 PM	0.937	E	0.957	E	0.020	**YES**	0.953	E	0.016	**YES**	0.953	E	0.016	**YES**	0.953	E	0.016	**YES**
			5-6 PM	0.967	E	0.967	E	0.000	NO	0.967	E	0.000	NO	0.967	E	0.000	NO	0.967	E	0.000	NO
7	Church Ln	I-405 SB Ramps	7-8 AM	0.651	B	0.673	B	0.022	NO	0.660	B	0.009	NO	0.660	B	0.009	NO	0.660	B	0.009	NO
			3-4 PM	0.766	C	0.766	C	0.000	NO	0.766	C	0.000	NO	0.766	C	0.000	NO	0.766	C	0.000	NO
			5-6 PM	0.853	D	0.853	D	0.000	NO	0.853	D	0.000	NO	0.853	D	0.000	NO	0.853	D	0.000	NO
8	Church Ln	Sunset Bl	7-8 AM	0.899	D	0.936	E	0.037	**YES**	0.918	E	0.019	**YES**	0.918	E	0.019	**YES**	0.918	E	0.019	**YES**
			3-4 PM	0.761	C	0.761	C	0.000	NO	0.761	C	0.000	NO	0.761	C	0.000	NO	0.761	C	0.000	NO
			5-6 PM	0.835	D	0.835	D	0.000	NO	0.835	D	0.000	NO	0.835	D	0.000	NO	0.835	D	0.000	NO
9	I-405 NB Ramps	Sunset Bl	7-8 AM	0.836	D	0.848	D	0.012	NO	0.844	D	0.008	NO	0.844	D	0.008	NO	0.844	D	0.008	NO
			3-4 PM	0.529	A	0.529	A	0.000	NO	0.529	A	0.000	NO	0.529	A	0.000	NO	0.529	A	0.000	NO
			5-6 PM	0.537	A	0.537	A	0.000	NO	0.537	A	0.000	NO	0.537	A	0.000	NO	0.537	A	0.000	NO
10	Veteran Ave	Sunset Bl	7-8 AM	0.703	C	0.703	C	0.000	NO	0.703	C	0.000	NO	0.703	C	0.000	NO	0.703	C	0.000	NO
			3-4 PM	0.771	C	0.772	C	0.001	NO	0.772	C	0.001	NO	0.772	C	0.001	NO	0.772	C	0.001	NO
			5-6 PM	0.989	E	0.989	E	0.000	NO	0.989	E	0.000	NO	0.989	E	0.000	NO	0.989	E	0.000	NO
11	Bundy Dr (W)	San Vicente Bl	7-8 AM	0.555	A	0.555	A	0.000	NO	0.555	A	0.000	NO	0.555	A	0.000	NO	0.573	A	0.018	NO
			3-4 PM	0.658	B	0.658	B	0.000	NO	0.658	B	0.000	NO	0.658	B	0.000	NO	0.662	B	0.004	NO
			5-6 PM	0.688	B	0.688	B	0.000	NO	0.688	B	0.000	NO	0.688	B	0.000	NO	0.688	B	0.000	NO
12	San Vicente Bl	Montana Ave	7-8 AM	0.761	C	0.761	C	0.000	NO	0.761	C	0.000	NO	0.761	C	0.000	NO	0.777	C	0.016	NO
			3-4 PM	0.990	E	0.990	E	0.000	NO	0.990	E	0.000	NO	0.990	E	0.000	NO	0.990	E	0.000	NO
			5-6 PM	0.962	E	0.962	E	0.000	NO	0.962	E	0.000	NO	0.962	E	0.000	NO	0.962	E	0.000	NO
13	Barrington Ave	Montana Ave	7-8 AM	0.463	A	0.486	A	0.023	NO	0.503	A	0.040	NO	0.518	A	0.055	NO	0.486	A	0.023	NO
			3-4 PM	0.763	C	0.763	C	0.000	NO	0.763	C	0.000	NO	0.763	C	0.000	NO	0.763	C	0.000	NO
			5-6 PM	1.088	F	1.088	F	0.000	NO	1.088	F	0.000	NO	1.088	F	0.000	NO	1.088	F	0.000	NO
14	Barrington Ave	San Vicente Bl	7-8 AM	0.649	B	0.661	B	0.012	NO	0.688	B	0.039	NO	0.694	B	0.045	NO	0.677	B	0.028	NO
			3-4 PM	0.702	C	0.718	C	0.016	NO	0.726	C	0.024	NO	0.718	C	0.016	NO	0.718	C	0.016	NO
			5-6 PM	0.437	A	0.444	A	0.007	NO	0.444	A	0.007	NO	0.444	A	0.007	NO	0.444	A	0.007	NO
15	Barrington Ave	Wilshire Bl	7-8 AM	0.734	C	0.734	C	0.000	NO	0.734	C	0.000	NO	0.765	C	0.031	NO	0.734	C	0.000	NO
			3-4 PM	1.542	F	1.542	F	0.000	NO	1.542	F	0.000	NO	1.553	F	0.011	**YES**	1.542	F	0.000	NO
			5-6 PM	1.673	F	1.673	F	0.000	NO	1.673	F	0.000	NO	1.673	F	0.000	NO	1.673	F	0.000	NO
16	San Vicente Bl/Federal Ave	Wilshire Bl	7-8 AM	0.718	C	0.718	C	0.000	NO	0.724	C	0.006	NO	0.730	C	0.012	NO	0.730	C	0.012	NO
			3-4 PM	1.127	F	1.133	F	0.006	NO	1.137	F	0.010	**YES**	1.136	F	0.009	NO	1.137	F	0.010	**YES**
			5-6 PM	1.270	F	1.275	F	0.005	NO	1.275	F	0.005	NO	1.275	F	0.005	NO	1.275	F	0.005	NO
17	Bundy Dr (E)	San Vicente Bl	7-8 AM	0.511	A	0.511	A	0.000	NO	0.511	A	0.000	NO	0.511	A	0.000	NO	0.528	A	0.017	NO
			3-4 PM	0.674	B	0.674	B	0.000	NO	0.674	B	0.000	NO	0.674	B	0.000	NO	0.677	B	0.003	NO
			5-6 PM	0.596	A	0.596	A	0.000	NO	0.596	A	0.000	NO	0.596	A	0.000	NO	0.596	A	0.000	NO

TABLE 1B
CONSTRUCTION: PHASE 1 - EXCAVATION AND HAUL SATURDAY MIDDAY ANALYSIS (YEAR 2017)
INTERSECTION LEVEL OF SERVICE AND SIGNIFICANT IMPACT ANALYSIS

				Cumulative Base		Haul Route Option A-Preferred Haul Route: Sunset				Haul Route Option B: Barrington-San Vicente-Wilshire				Haul Route Option C: Barrington-Wilshire				Haul Route Option D: Bundy-San Vicente-Wilshire			
ID	N/S Street Name	E/W Street Name	Analyzed Periods	V/C	LOS	V/C	LOS	Project Increase In V/C	Significant Impact	V/C	LOS	Project Increase In V/C	Significant Impact	V/C	LOS	Project Increase In V/C	Significant Impact	V/C	LOS	Project Increase In V/C	Significant Impact
1	Cliffwood Ave	Sunset Bl	1-2 SAT	0.383	A	0.383	A	0.000	NO	0.383	A	0.000	NO	0.383	A	0.000	NO	0.383	A	0.000	NO
2	Kenter Ave	Sunset Bl	1-2 SAT	0.682	B	0.682	B	0.000	NO	0.682	B	0.000	NO	0.682	B	0.000	NO	0.715	C	0.033	NO
3	Bundy Dr	Sunset Bl	1-2 SAT	0.392	A	0.392	A	0.000	NO	0.392	A	0.000	NO	0.392	A	0.000	NO	0.407	A	0.015	NO
4	Saltair Ave	Sunset Bl	1-2 SAT	0.310	A	0.310	A	0.000	NO	0.310	A	0.000	NO	0.310	A	0.000	NO	0.325	A	0.015	NO
5	Barrington Ave	Sunset Bl	1-2 SAT	0.543	A	0.560	A	0.017	NO	0.562	A	0.019	NO	0.577	A	0.034	NO	0.543	A	0.000	NO
6	Barrington Pl	Sunset Bl	1-2 SAT	0.547	A	0.564	A	0.017	NO	0.547	A	0.000	NO	0.547	A	0.000	NO	0.547	A	0.000	NO
7	Church Ln	I-405 SB Ramps	1-2 SAT	0.497	A	0.511	A	0.014	NO	0.497	A	0.000	NO	0.497	A	0.000	NO	0.497	A	0.000	NO
8	Church Ln	Sunset Bl	1-2 SAT	0.479	A	0.498	A	0.019	NO	0.479	A	0.000	NO	0.479	A	0.000	NO	0.479	A	0.000	NO
9	I-405 NB Ramps	Sunset Bl	1-2 SAT	0.299	A	0.302	A	0.003	NO	0.299	A	0.000	NO	0.299	A	0.000	NO	0.299	A	0.000	NO
10	Veteran Ave	Sunset Bl	1-2 SAT	0.511	A	0.511	A	0.000	NO	0.511	A	0.000	NO	0.511	A	0.000	NO	0.511	A	0.000	NO
11	Bundy Dr (W)	San Vicente Bl	1-2 SAT	0.544	A	0.544	A	0.000	NO	0.544	A	0.000	NO	0.544	A	0.000	NO	0.562	A	0.018	NO
12	San Vicente Bl	Montana Ave	1-2 SAT	0.921	E	0.921	E	0.000	NO	0.921	E	0.000	NO	0.921	E	0.000	NO	0.937	E	0.016	**YES**
13	Barrington Ave	Montana Ave	1-2 SAT	0.733	C	0.733	C	0.000	NO	0.750	C	0.017	NO	0.765	C	0.032	NO	0.733	C	0.000	NO
14	Barrington Ave	San Vicente Bl	1-2 SAT	0.728	C	0.728	C	0.000	NO	0.755	C	0.027	NO	0.778	C	0.050	**YES**	0.745	C	0.017	NO
15	Barrington Ave	Wilshire Bl	1-2 SAT	0.714	C	0.714	C	0.000	NO	0.714	C	0.000	NO	0.714	C	0.000	NO	0.714	C	0.000	NO
16	San Vicente Bl/Federal Ave	Wilshire Bl	1-2 SAT	0.715	C	0.715	C	0.000	NO	0.722	C	0.007	NO	0.727	C	0.012	NO	0.727	C	0.012	NO
17	Bundy Dr (E)	San Vicente Bl	1-2 SAT	0.625	B	0.625	B	0.000	NO	0.625	B	0.000	NO	0.625	B	0.000	NO	0.641	B	0.016	NO

TABLE 2
CONSTRUCTION: ANALYSIS OF PEAK CONSTRUCTION WORKER TRIPS (YEAR 2020)
INTERSECTION LEVEL OF SERVICE AND SIGNIFICANT IMPACT ANALYSIS

				Cumulative Base		Haul Route Option A-Preferred Haul Route: Sunset				Haul Route Option B: Barrington-San Vicente-Wilshire				Haul Route Option C: Barrington-Wilshire				Haul Route Option D: Bundy-San Vicente-Wilshire			
ID	N/S Street Name	E/W Street Name	Analyzed Periods	V/C	LOS	V/C	LOS	Project Increase In V/C	Significant Impact	V/C	LOS	Project Increase In V/C	Significant Impact	V/C	LOS	Project Increase In V/C	Significant Impact	V/C	LOS	Project Increase In V/C	Significant Impact
1	Cliffwood Ave	Sunset Bl	7-8 AM	0.536	A	0.536	A	0.000	NO	0.536	A	0.000	NO	0.536	A	0.000	NO	0.536	A	0.000	NO
			3-4 PM	0.486	A	0.486	A	0.000	NO	0.486	A	0.000	NO	0.486	A	0.000	NO	0.486	A	0.000	NO
			5-6 PM	0.371	A	0.371	A	0.000	NO	0.371	A	0.000	NO	0.371	A	0.000	NO	0.371	A	0.000	NO
2	Kenter Ave	Sunset Bl	7-8 AM	0.745	C	0.745	C	0.000	NO	0.745	C	0.000	NO	0.745	C	0.000	NO	0.750	C	0.005	NO
			3-4 PM	0.781	C	0.781	C	0.000	NO	0.781	C	0.000	NO	0.781	C	0.000	NO	0.788	C	0.007	NO
			5-6 PM	0.570	A	0.570	A	0.000	NO	0.570	A	0.000	NO	0.570	A	0.000	NO	0.570	A	0.000	NO
3	Bundy Dr	Sunset Bl	7-8 AM	0.580	A	0.580	A	0.000	NO	0.580	A	0.000	NO	0.580	A	0.000	NO	0.582	A	0.002	NO
			3-4 PM	1.167	F	1.167	F	0.000	NO	1.167	F	0.000	NO	1.167	F	0.000	NO	1.173	F	0.006	NO
			5-6 PM	1.344	F	1.344	F	0.000	NO	1.344	F	0.000	NO	1.344	F	0.000	NO	1.344	F	0.000	NO
4	Saltair Ave	Sunset Bl	7-8 AM	0.663	B	0.663	B	0.000	NO	0.663	B	0.000	NO	0.663	B	0.000	NO	0.665	B	0.002	NO
			3-4 PM	1.055	F	1.055	F	0.000	NO	1.055	F	0.000	NO	1.055	F	0.000	NO	1.061	F	0.006	NO
			5-6 PM	1.214	F	1.214	F	0.000	NO	1.214	F	0.000	NO	1.214	F	0.000	NO	1.214	F	0.000	NO
5	Barrington Ave	Sunset Bl	7-8 AM	0.961	E	1.023	F	0.062	**YES**	1.024	F	0.063	**YES**	1.024	F	0.063	**YES**	1.020	F	0.059	**YES**
			3-4 PM	1.448	F	1.486	F	0.038	**YES**	1.480	F	0.032	**YES**	1.480	F	0.032	**YES**	1.480	F	0.032	**YES**
			5-6 PM	1.475	F	1.490	F	0.015	**YES**	1.490	F	0.015	**YES**	1.490	F	0.015	**YES**	1.490	F	0.015	**YES**
6	Barrington Pl	Sunset Bl	7-8 AM	0.814	D	0.842	D	0.028	**YES**	0.839	D	0.025	**YES**	0.839	D	0.025	**YES**	0.839	D	0.025	**YES**
			3-4 PM	0.966	E	0.994	E	0.028	**YES**	0.990	E	0.024	**YES**	0.990	E	0.024	**YES**	0.990	E	0.024	**YES**
			5-6 PM	0.997	E	0.997	E	0.000	NO	0.997	E	0.000	NO	0.997	E	0.000	NO	0.997	E	0.000	NO
7	Church Ln	I-405 SB Ramps	7-8 AM	0.673	B	0.689	B	0.016	NO	0.688	B	0.015	NO	0.688	B	0.015	NO	0.688	B	0.015	NO
			3-4 PM	0.790	C	0.790	C	0.000	NO	0.790	C	0.000	NO	0.790	C	0.000	NO	0.790	C	0.000	NO
			5-6 PM	0.881	D	0.881	D	0.000	NO	0.881	D	0.000	NO	0.881	D	0.000	NO	0.881	D	0.000	NO
8	Church Ln	Sunset Bl	7-8 AM	0.927	E	0.958	E	0.031	**YES**	0.955	E	0.028	**YES**	0.955	E	0.028	**YES**	0.955	E	0.028	**YES**
			3-4 PM	0.784	C	0.784	C	0.000	NO	0.784	C	0.000	NO	0.784	C	0.000	NO	0.784	C	0.000	NO
			5-6 PM	0.861	D	0.861	D	0.000	NO	0.861	D	0.000	NO	0.861	D	0.000	NO	0.861	D	0.000	NO
9	I-405 NB Ramps	Sunset Bl	7-8 AM	0.859	D	0.872	D	0.013	NO	0.872	D	0.013	NO	0.872	D	0.013	NO	0.872	D	0.013	NO
			3-4 PM	0.545	A	0.546	A	0.001	NO	0.546	A	0.001	NO	0.546	A	0.001	NO	0.546	A	0.001	NO
			5-6 PM	0.554	A	0.555	A	0.001	NO	0.555	A	0.001	NO	0.555	A	0.001	NO	0.555	A	0.001	NO
10	Veteran Ave	Sunset Bl	7-8 AM	0.725	C	0.725	C	0.000	NO	0.725	C	0.000	NO	0.725	C	0.000	NO	0.725	C	0.000	NO
			3-4 PM	0.795	C	0.797	C	0.002	NO	0.797	C	0.002	NO	0.797	C	0.002	NO	0.797	C	0.002	NO
			5-6 PM	1.020	F	1.020	F	0.000	NO	1.020	F	0.000	NO	1.020	F	0.000	NO	1.020	F	0.000	NO
11	Bundy Dr (W)	San Vicente Bl	7-8 AM	0.573	A	0.573	A	0.000	NO	0.573	A	0.000	NO	0.573	A	0.000	NO	0.575	A	0.002	NO
			3-4 PM	0.678	B	0.678	B	0.000	NO	0.678	B	0.000	NO	0.678	B	0.000	NO	0.681	B	0.003	NO
			5-6 PM	0.709	C	0.709	C	0.000	NO	0.709	C	0.000	NO	0.709	C	0.000	NO	0.709	C	0.000	NO
12	San Vicente Bl	Montana Ave	7-8 AM	0.784	C	0.784	C	0.000	NO	0.784	C	0.000	NO	0.784	C	0.000	NO	0.786	C	0.002	NO
			3-4 PM	1.022	F	1.022	F	0.000	NO	1.022	F	0.000	NO	1.022	F	0.000	NO	1.022	F	0.000	NO
			5-6 PM	0.992	E	0.992	E	0.000	NO	0.992	E	0.000	NO	0.992	E	0.000	NO	0.992	E	0.000	NO
13	Barrington Ave	Montana Ave	7-8 AM	0.479	A	0.514	A	0.035	NO	0.518	A	0.039	NO	0.518	A	0.039	NO	0.514	A	0.035	NO
			3-4 PM	0.786	C	0.786	C	0.000	NO	0.786	C	0.000	NO	0.786	C	0.000	NO	0.786	C	0.000	NO
			5-6 PM	1.120	F	1.120	F	0.000	NO	1.120	F	0.000	NO	1.120	F	0.000	NO	1.120	F	0.000	NO
14	Barrington Ave	San Vicente Bl	7-8 AM	0.669	B	0.687	B	0.018	NO	0.694	B	0.025	NO	0.691	B	0.022	NO	0.689	B	0.020	NO
			3-4 PM	0.724	C	0.749	C	0.025	NO	0.757	C	0.033	NO	0.749	C	0.025	NO	0.749	C	0.025	NO
			5-6 PM	0.452	A	0.463	A	0.011	NO	0.463	A	0.011	NO	0.463	A	0.011	NO	0.463	A	0.011	NO
15	Barrington Ave	Wilshire Bl	7-8 AM	0.757	C	0.757	C	0.000	NO	0.757	C	0.000	NO	0.761	C	0.004	NO	0.757	C	0.000	NO
			3-4 PM	1.587	F	1.587	F	0.000	NO	1.587	F	0.000	NO	1.598	F	0.011	**YES**	1.587	F	0.000	NO
			5-6 PM	1.724	F	1.724	F	0.000	NO	1.724	F	0.000	NO	1.724	F	0.000	NO	1.724	F	0.000	NO
16	San Vicente Bl/Federal Ave	Wilshire Bl	7-8 AM	0.740	C	0.740	C	0.000	NO	0.741	C	0.001	NO	0.741	C	0.001	NO	0.741	C	0.001	NO
			3-4 PM	1.160	F	1.171	F	0.011	**YES**	1.175	F	0.015	**YES**	1.175	F	0.015	**YES**	1.175	F	0.015	**YES**
			5-6 PM	1.307	F	1.314	F	0.007	NO	1.314	F	0.007	NO	1.314	F	0.007	NO	1.314	F	0.007	NO
17	Bundy Dr (E)	San Vicente Bl	7-8 AM	0.528	A	0.528	A	0.000	NO	0.528	A	0.000	NO	0.528	A	0.000	NO	0.530	A	0.002	NO
			3-4 PM	0.693	B	0.693	B	0.000	NO	0.693	B	0.000	NO	0.693	B	0.000	NO	0.696	B	0.003	NO
			5-6 PM	0.613	B	0.613	B	0.000	NO	0.613	B	0.000	NO	0.613	B	0.000	NO	0.613	B	0.000	NO

Revised Appendix FEIR-B

Proposed Special Events

Appendix FEIR-B
Proposed Special Events

Special Events are defined as planned functions that involve students and/or guests on campus, but are distinguished from Instruction, Extracurricular Activities, and Interscholastic Athletic Competitions. Special Events in all School Buildings and Courtyards shall be permitted Monday through Friday from 7:00 A.M. to 10:00 P.M., Saturdays from 9:00 A.M. to 10:00 P.M., and Sundays from 12:00 P.M. to 7:00 P.M. Six Special Events shall be permitted to conclude by 11:00 P.M. on Fridays and Saturdays. No more than four (4) Special Events shall be permitted on Sundays. Upper School Graduation shall be permitted on the athletic field from 10:00 A.M. to 4:00 P.M. on one Saturday per academic year.

The following table includes additional limitations on the proposed hours and days for the proposed Special Events within the permitted hours and days proposed for Special Events. For informational purposes only, the table includes illustrative examples of the proposed Special Events. The Special Events listed are illustrative of the types of Special Events that could occur; the specific Special Events may vary each Academic Year to address the instructional needs of existing and future programs provided by Archer. Categories of Special Events shall include Academic and Leadership Functions; Admissions Functions; Alumnae Functions; Dances and Socials; Graduation; Music Functions; Parents and Family Functions; Performances; Student Enrichment Functions; and Visual Arts Functions.

	Special Event Additional Limitations		**Illustrative Example**
	Size	**Hours and Days**	
1.	Special Event with up to 100 Guests	M–F: 10 A.M. to 3 P.M.	Women of Archer
2.	Special Event with up to 100 Guests	M–F: 4 P.M. to 5:30 P.M.	Music Recital
3.	Special Event with up to 100 Guests	M–F: 4 P.M. to 5:30 P.M.	Music Recital
4.	Special Event with up to 100 Guests	M–F: 4 P.M. to 5:30 P.M.	Music Recital
5.	Special Event with up to 100 Guests	M–F: 7 P.M. to 9 P.M.	Alumnae Parent Reception
6.	Special Event with up to 100 Guests	M–F: 7 P.M. to 9 P.M.	Alumnae Social and Alumnae Gallery Opening
7.	Special Event with up to 100 Guests	M–F: 7 P.M. to 9 P.M.	Middle School Parent Education Night
8.	Special Event with up to 100 Guests	M–F: 7 P.M. to 9 P.M.	NOLS Education Night
9.	Special Event with up to 100 Guests	M–F: 7 P.M. to 9 P.M.	8th Grade Parent Ed Night

	Special Event Additional Limitations		Illustrative Example
	Size	Hours and Days	
10.	Special Event with up to 100 Guests	M–F: 7 P.M. to 9 P.M.	9th Grade Parent Ed Night
11.	Special Event with up to 100 Guests	M–F: 7 P.M. to 9 P.M.	10th Grade Parent Ed Night
12.	Special Event with up to 100 Guests	M–F: 7 P.M. to 9 P.M.	11th Grade Parent Ed Night
13.	Special Event with up to 100 Guests	M–F: 7 P.M. to 9 P.M.	Final Stretch Meeting for Senior Parents
14.	Special Event with up to 100 Guests	M–F: 7 P.M. to 9 P.M.	Parent College Night
15.	Special Event with up to 100 Guests	M–F: 7 P.M. to 9 P.M.	Parent College Night
16.	Special Event with up to 100 Guests	M–F: 7 P.M. to 9 P.M.	Gallery
17.	Special Event with up to 100 Guests	M–F: 7 P.M. to 9 P.M.	Gallery
18.	Special Event with up to 100 Guests	M–F: 7 P.M. to 10 P.M.	Music Coffeehouse
19.	Special Event with up to 100 Guests	Sa: 9 A.M. to 2 P.M.	ISEE Test
20.	Special Event with up to 100 Guests	Sa: 9 A.M. to 3 P.M.	STEM Ed
21.	Special Event with up to 100 Guests	Su: 5 P.M. to 7 P.M.	Maypole Event
22.	Special Event with up to 200 Guests	M–F: 7 P.M. to 10 P.M.	Gallery
23.	Special Event with up to 200 Guests	M–F: 7 P.M. to 10 P.M.	Dance Showcase
24.	Special Event with up to 200 Guests	M–F: 7 P.M. to 10 P.M.	Junior College Night
25.	Special Event with up to 200 Guests	M–F: 7 P.M. to 10 P.M.	Shakespeare on the Green
26.	Special Event with up to 200 Guests	M–F: 7 P.M. to 10 P.M.	Empty Bowls Dinner
27.	Special Event with up to 200 Guests	M–F: 7 P.M. to 10 P.M.	Dance Banquet
28.	Special Event with up to 200 Guests	M–F: 7 P.M. to 10 P.M.	Student Directed One-Acts
29.	Special Event with up to 200 Guests	M–F: 7 P.M. to 10 P.M.	Guest Artist Director/Archer Theater Company
30.	Special Event with up to 200 Guests	M–Sa: 7 P.M. to 10 P.M.	Guest Artist Director/Archer Theater Company
31.	Special Event with up to 200 Guests	M–Sa: 7 P.M. to 11 P.M.	Dances and Socials
32.	Special Event with up to 200 Guests	M–Sa: 7 P.M. to 11 P.M.	Dances and Socials
33.	Special Event with up to 200 Guests	M–Sa: 7 P.M. to 11 P.M.	Dances and Socials
34.	Special Event with up to 200 Guests	M–Sa: 7 P.M. to 11 P.M.	Dances and Socials
35.	Special Event with up to 200 Guests	M–Sa: 7 P.M. to 11 P.M.	Dances and Socials
36.	Special Event with up to 200 Guests	M–Sa: 7 P.M. to 11 P.M.	Dances and Socials
37.	Special Event with up to 200 Guests	Sa: 9:30 A.M. to 4 P.M.	Admission Interview Day
38.	Special Event with up to 200 Guests	Sa: 12 P.M. to 4 P.M.	Women in Film Conference
39.	Special Event with up to 200 Guests	Sa: 3 P.M. to 10 P.M.	Dance Troupe Recital
40.	Special Event with up to 200 Guests	Sa: 3 P.M. to 10 P.M.	Student Directed One-Acts
41.	Special Event with up to 200 Guests	Sa: 3 P.M. to 10 P.M.	Guest Artist Director / Archer Theater Company
42.	Special Event with up to 300 Guests	M–F: 10 A.M. to 2 pm	STEM Symposium
43.	Special Event with up to 300 Guests	M–F: 10 A.M. to 2 pm.	8th Grade Recognition Ceremony

	Special Event Additional Limitations		Illustrative Example
	Size	Hours and Days	
44.	Special Event with up to 300 Guests	M–F: 7 P.M. to 10 P.M. Sa: 9 A.M. to 2 P.M.	Back to School Night
45.	Special Event with up to 300 Guests	M–F: 7 P.M. to 10 P.M. Sa: 9 A.M. to 2 P.M.	Back to School Night
46.	Special Event with up to 300 Guests	M–F: 7 P.M. to 9:30 P.M.	Upper School Sports Awards Night
47.	Special Event with up to 300 Guests	M–F: 7 P.M. to 10 P.M.	Upper School Play
48.	Special Event with up to 300 Guests	M–F: 7 P.M. to 10 P.M.	Middle School Play
49.	Special Event with up to 300 Guests	M–F: 7 P.M. to 10 P.M.	Winter Concert
50.	Special Event with up to 300 Guests	M–F: 7 P.M. to 10 P.M.	Dance Troupe
51.	Special Event with up to 300 Guests	M–F: 7 P.M. to 10 P.M.	Upper School Musical
52.	Special Event with up to 300 Guests	M–F: 7 P.M. to 10 P.M.	Middle School Musical
53.	Special Event with up to 300 Guests	M–F: 7 P.M. to 10 P.M.	Spring Concert
54.	Special Event with up to 300 Guests	M–F: 7 P.M. to 10 P.M.	Senior Dessert Night
55.	Special Event with up to 300 Guests	Sa: 8:30 A.M. to 3:30 P.M.	Digital Citizenship & Cybersafety Workshop
56.	Special Event with up to 300 Guests	Sa: 2 P.M. to 5 P.M.	Invitational Art Show
57.	Special Event with up to 300 Guests	Sa: 2 P.M. to 6 P.M.	Upper School Musical
58.	Special Event with up to 300 Guests	Sa: 2 P.M. to 6 P.M.	Middle School Musical
59.	Special Event with up to 300 Guests	Sa: 2 P.M. to 6 P.M.	Dance Troupe
60.	Special Event with up to 300 Guests	Sa: 2 P.M. to 6 P.M.	Upper School Play
61.	Special Event with up to 300 Guests	Sa: 2 P.M. to 6 P.M.	Middle School Play
62.	Special Event with up to 300 Guests	Sa: 2 P.M. to 6 P.M. or 6 P.M. to 10 P.M.	Spring Concert
63.	Special Event with up to 300 Guests	Sa: 6 P.M. to 10 P.M.	Upper School Play
64.	Special Event with up to 300 Guests	Sa: 6 P.M. to 10 P.M.	Middle School Play
65.	Special Event with up to 300 Guests	Sa: 6 P.M. to 10 P.M.	Winter Concert
66.	Special Event with up to 300 Guests	Sa: 6 P.M. to 10 P.M.	Dance Troupe
67.	Special Event with up to 300 Guests	Sa: 6 P.M. to 10 P.M.	Upper School Musical
68.	Special Event with up to 300 Guests	Sa: 6 P.M. to 10 P.M.	Middle School Musical
69.	Special Event with up to 500 Guests	M–F: 10 A.M. to 2 P.M.	Grandparents and Special Friends Day
70.	Special Event with up to 500 Guests	M–F: 7 P.M. to 10 P.M.	Parent Orientation
71.	Special Event with up to 500 Guests	M–F: 7 P.M. to 10 P.M.	Parent Orientation
72.	Special Event with up to 500 Guests	Su: 12 P.M. to 5 P.M.	Admission Open House
73.	Special Event with up to 500 Guests	Su: 12 P.M. to 5 P.M.	Admission Open House
74.	Special Event with up to 500 Guests	Su: 12 P.M. to 5 P.M.	Admission Open House
75.	Special Event with up to 650 Guests	M–F: 7 P.M. to 10 P.M.	Women in Film
76.	Special Event with up to 800 Guests	Sa: 10 A.M. to 4 P.M.	Upper School Graduation

Revised Mitigation Monitoring Program

Mitigation Monitoring Program

1. Introduction

To ensure that the mitigation measures identified in an Environmental Impact Report (EIR) are implemented, the California Environmental Quality Act (CEQA) requires the lead agency for a project to adopt a program for monitoring or reporting on the measures it has imposed to mitigate or avoid significant environmental effects. As specifically set forth in Section 15097(c) of the CEQA Guidelines, the public agency may choose whether its program will monitor mitigation, report on mitigation, or both. As provided in Section 15097(c) of the CEQA Guidelines, "monitoring" is generally an ongoing or periodic process of project oversight. "Reporting" generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

An EIR has been prepared to address the potential environmental impacts of the Project. Where appropriate, the EIR identifies project design features or recommends mitigation measures to avoid or substantially lessen the significant environmental impacts associated with the Project. Accordingly, pursuant to Section 15097 of CEQA Guidelines, a Mitigation Monitoring Program (MMP) has been prepared for the Project. This MMP is designed to monitor implementation of the project design features and mitigation measures identified in the EIR. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. This MMP describes the procedures the Applicant shall use to implement the project design features and mitigation measures adopted in connection with the approval of the Project and the methods of monitoring on such actions. For this MMP, the City of Los Angeles is the Lead Agency for the Project.

2. Purpose

It is the intent of this MMP to:

1. Verify compliance with the identified project design features and required mitigation measures of the EIR;

2. Provide a methodology to document implementation of project design features and required mitigation;

3. Provide a record and status of mitigation requirements;

4. Identify monitoring and enforcement agencies;

5. Establish and clarify administrative procedures for the clearance of mitigation measures;

6. Establish the frequency and duration of monitoring; and

7. Utilize the existing agency review processes wherever feasible.

3. Administrative Procedures

The Applicant shall be obligated to provide documentation concerning implementation of the listed project design features and mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all project design features and mitigation measures shall be the Applicant unless otherwise noted.

As shown on the following pages, each identified project design feature and required mitigation measure for the Project is listed and categorized by impact area, with accompanying discussion of:

- Enforcement Agency—the agency with the power to enforce the project design feature or mitigation measure.

- Monitoring Agency—the agency to which reports involving feasibility, compliance, implementation, and development are made.

- Monitoring Phase—the phase of the Project during which the project design feature or mitigation measure shall be monitored.

- Monitoring Frequency—the frequency at which the project design feature or mitigation measure shall be monitored. Because Project construction would be completed in phases, repeat monitoring may be required for some project design features and mitigation measure to demonstrate compliance for each phase.

- Action(s) Indicating Compliance—the action(s) of which the Enforcement or Monitoring Agency indicates that compliance with the identified project design feature or required mitigation measure has been implemented.

4. Enforcement

This MMP shall be in place throughout all phases of the Project. The Applicant shall be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required project design feature or mitigation measure has been implemented.

5. Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successors subject to the approval by the City of Los Angeles. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

6. Mitigation Monitoring Program

A. Aesthetics/Visual Quality, Views, Light/Glare, and Shading

(1) Project Design Features

Project Design Feature A-1: Where Project construction is visible from pedestrian locations adjacent to the Project Site and perimeter walls or fencing do not already exist, temporary construction fencing shall be placed along the periphery of the Project Site to screen construction activity from view at the street level from off-site.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance:** Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature A-2: The Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance:** Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature A-3: The following Tree Protection Guidelines shall be implemented to establish and maintain a healthy environment for all retained trees during the course of construction. These Tree Protection Guidelines shall apply to construction activities occurring within the Tree Protection Zone of a retained tree. The Tree Protection Zone generally encompasses an area within the drip line of the tree plus an additional 5 feet depending on the species and size of the tree.

- Install protective fencing prior to the commencement of construction activities at the end of any Tree Protection Zone that may be encroached upon during construction, or as near to that as possible. The fencing may be of a flexible configuration and shall be a minimum of 4 feet in height. A warning sign shall be posted on the fencing which would state “Warning: Tree Protection Zone” and include the requirements for construction activities in the protected zone.
- Preserve the integrity of the Tree Protection Zone protective fencing and keep the site clean and maintained at all times. To the extent practical, no construction staging shall be allowed in the Tree Protection Zone. No disposal of construction materials or byproducts including but not limited to paint, plaster, or chemical solutions shall be allowed in the Tree Protection Zone.
- Irrigate, as necessary, the Tree Protection Zone to keep the tree in good health and vigor before, during, and after construction.
- The Tree Protection Zone shall not be subjected to flooding incidental to the construction activities.

- To the extent practicable, all work conducted in the ground within the Tree Protection Zone shall be accomplished with hand tools, including power hand tools. Trenches in the Tree Protection Zone shall be tunneled or completed with an air spade to avoid damage to small feeder roots.
- To the extent practicable, the use of heavy machinery within the Tree Protection Zone of the tree shall be avoided.
- Any required trenching would be routed in such a manner as to minimize root damage.
- To the extent practicable, "natural" or pre-construction grade shall be maintained in the Tree Protection Zone.
- In areas where the grade around the Tree Protection Zone would be lowered, some root cutting may be unavoidable. However, cuts shall be clean and made at right angles to the roots. When practical, roots shall be cut back to a branching lateral root.
- Organic mulch shall be placed in all open areas within the Tree Protection Zone. The mulch shall be 2 to 4 inches thick, extending out to the edges of the Tree Protection Zone, while not touching the base of the trunk.
- All work within the Tree Protection Zone shall be observed by a certified arborist experienced with the specific requirements of each of the tree species.
- **Enforcement Agency:** City of Los Angeles Department of City Planning (plan review)
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection
- **Action Indicating Compliance:** Field inspection sign-off; Compliance certification report by arborist or landscape contractor

Project Design Feature A-4: Prior to the commencement of construction activities, the Applicant shall provide a Certified Arborist to further evaluate the Peppermint Willow tree located within the property of 125 North Barrington Avenue, approximately 5 to 10 feet from proposed construction activities, for health and safety. If it is determined that for health and safety purposes, this tree should be removed, refer to Project Design Feature A-6.

- **Enforcement Agency:** City of Los Angeles Department of City Planning

- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once
- **Action(s) Indicating Compliance:** Compliance certification report by arborist or landscape contractor

Project Design Feature A-5: All trees to be removed that are 8 inches in diameter at breast height and above shall be replaced on a one-to-one basis with 24-inch box trees or larger.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at plan check for Phase 1 for trees removed during the North Wing Renovation and during Phase 1, and once at plan check for Phase 2 for trees to be removed in Phase 2; Once prior to issuance of Certificate of Occupancy for the Multipurpose Facility, and once prior to issuance of Certificate of Occupancy for the final Phase 2 building
- **Action Indicating Compliance:** Plan approval and issuance of building permit (Pre-construction); compliance certification report by arborist or landscape contractor; issuance of Certificate of Occupancy (Construction)

Project Design Feature A-6: Were construction to result in the death of any neighboring trees, the Applicant shall replace all significant trees on neighboring properties (i.e., trees that are 8 inches in diameter at breast height and greater) at a 1:1 ratio with 24-inch box trees or larger.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Compliance certification report by arborist or landscape contractor; Issuance of Certificate of Occupancy (Construction)

Project Design Feature A-7: During construction, lighting shall be shielded and/or aimed so that no direct beam illumination would fall outside of the Project Site boundary.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance:** Field inspection sign-off and quarterly compliance report submitted by Project contractor.

Project Design Feature A-8: A Lighting Plan shall be implemented as part of the Project that would employ Lighting Guidelines adopted from design principles and recommendations provided by the IESNA and the IDA (International Dark-Sky Association). Key components of the lighting plan shall include, but not be limited, to the following:

- All Project lighting shall be designed to ensure that the Project would generate light intensity levels of less than 2.0 foot-candles at the property line of the nearest off-site residence or other light-sensitive use, avoid creating new high contrast conditions that also exhibits high context and coverage, and minimize skyglow. Methods would include:
  - All pole- and post-mounted luminaires over 15 feet in height shall meet all IESNA requirements for Uplight Rating of U0 or U1 (e.g., B-U1-G, B-U0-G) and shall be aimed downward.
  - All pole and post mount luminaires less than 15 feet and greater than 6 feet in height shall meet all IESNA requirements for Uplight Rating of U0 or U1 (e.g., B-U1-G, B-U0-G).
  - All luminaires of less than 6 feet in height, such as bollards, shall meet all IESNA requirements for Uplight Rating of U0, U1, U2 (e.g., B-U2-G, B-U1-G, B-U0-G).
  - Exterior pole- and post-mounted lighting within direct view of any residential property shall be located and/or shielded so that view of the fixture source, lens, and reflector is minimized.
  - Exterior bollard luminaires shall be specified to prevent direct view of the light source. Where louvered bollards are specified, they shall use coated lamps.

- All exterior uplighting fixtures shall be aimed and/or shielded to constrain the light to the object being illuminated and minimize the amount of illumination escaping into the night sky.
- All exterior uplighting fixtures shall be focused on highlighting or emphasizing architectural features and significant landscaping elements.
- All interior lighting for parking structures that is visible from areas exterior of the parking structure shall use shielding that blocks direct view of the light source and minimizes the view of reflector or diffuser. Building mounted fixtures shall be shielded so that the source is not directly visible and the view of the fixture lens and reflector is minimized.
- At the interior perimeter of the parking structure, all lighting shall provide indirect illumination of the interior parking area.
- Building mounted fixtures that are not full-cutoff would be primarily decorative in nature. The predominance of illumination for such areas shall be provided by other luminaires.
- Interior light sources of 800 lumens our more shall be shielded from exterior view to direct view of the light source and minimize the view of reflector or diffuser.
- Interior lighting at clearstory windows or skylights shall be mounted below the roof elevation and concealed from off-site view.
- Lighting of the Multipurpose Facility's interior and facades, visible from exterior locations shall create comfortable and soft appearance from exterior locations. Lighting techniques that result in high brightness surfaces shall be avoided.
- Lighting within the Multipurpose Facility shall be designed to minimize view of task surfaces (gymnasium floor) from exterior locations. The lighting strategy shall limit high brightness indirect illumination methods and direct illumination for athletic areas. Indirect illumination may provide accent to the architectural character of the building.
- To limit skyglow, fixtures shall minimize light emitted between 80 degrees and 100 degrees above nadir.

- To ensure that the Project lighting supports Project operations, Project lighting shall be designed as follows:
  - For pedestrian walkways and plazas, all exterior lighting configurations shall comply with IESNA RP-33-99 14.0 Walkway and Bikeway Lighting, best practice recommendations.
  - For parking structures, all lighting configurations shall comply with IESNA RP-20-98, 10.0 Illuminance Recommendations—Garages, best practice recommendations for typical conditions.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Compliance certification report by lighting professional; issuance of Certificate of Occupancy

Project Design Feature A-9: [This Project Design Feature has been removed.]

Project Design Feature A-10: [This Project Design Feature has been removed.]

Project Design Feature A-11: The Project shall use transparent vision glass with limited reflectivity in all exterior windows and building surfaces.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance:** Plan approval; compliance report by Architect; issuance of Certificate of Occupancy

Project Design Feature A-12: The Applicant shall provide for the preparation of a street tree plan to be reviewed and approved by the City's Bureau of Street Services, Urban Forestry Division. All plantings in the public right-of-way shall be installed in accordance with the approved street tree plan.

- **Enforcement Agency:** City of Los Angeles Department of Public Works

- **Monitoring Agency:** City of Los Angeles Department of Public Works
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check and once for field inspection
- **Action(s) Indicating Compliance**: Plan approval; field inspection sign-off

Project Design Feature A-13: All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the City of Los Angeles Department of Planning.

- **Enforcement Agency:** City of Los Angeles Department of City Planning (plan review); City of Los Angeles Department of Building and Safety (operation)
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check for Project; Once, prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance:** Plan approval; issuance of Certificate of Occupancy

Project Design Feature A-14: New on-site utilities that may be required to serve the Project shall be installed underground, where practical. The existing on-site electrical poles along the southern boundary of the west surface parking lot shall be removed and re-installed underground during implementation of the Project, subject to approval of the utility company.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Water and Power
- **Monitoring Agency:** City of Los Angeles Department of Water and Power
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency**: Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy
- **Action(s) Indicating Compliance:** Plan approval (Pre-construction); issuance of a Certificate of Occupancy (Construction)

Project Design Feature A-15: During filming, trucks and equipment shall use the School's underground parking structure. Parking on neighborhood streets shall be strictly prohibited. In addition, no outdoor lighting or amplified noise shall be allowed on the athletic field, North Garden, Arts Plaza, or in the Court of Leaders. Filming shall only be permitted when the School is not in session (i.e. during the summer, non-school days, and after school on weekdays). Hours shall be restricted, with filming beginning no earlier than 9:00 A.M. and concluding no later than 6:00 P.M., and no filming on Sunday.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually (review of acknowledgements)
- **Action(s) Indicating Compliance:** Written acknowledgement of restrictions by filming companies; annual written acknowledgements by Applicant to the Los Angeles Department of City Planning

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

B. Air Quality

(1) Project Design Features

Project Design Feature B-1: The owner or contractor shall limit on-site construction vehicle speeds to no more than 15 miles per hour to reduce dust.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection during construction

- **Action(s) Indicating Compliance:** Field inspection sign-off; Quarterly compliance certification report submitted by Project contractor

(2) Mitigation Measures

Mitigation Measure B-1: The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind. All unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403.

- **Enforcement Agency:** South Coast Air Quality Management District; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Mitigation Measure B-2: All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of spillage or dust.

- **Enforcement Agency:** South Coast Air Quality Management District; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Mitigation Measure B-3: All clearing, earth-moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 25 mph), so as to prevent excessive amounts of dust.

- **Enforcement Agency:** South Coast Air Quality Management District; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Mitigation Measure B-4: The Project representative shall make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during construction of the Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each such unit's certified tier specification, BACT documentation, and CARB or AQMD operating permit shall be provided onsite at the time of mobilization of each applicable unit of equipment. Off-road diesel-powered equipment that will be used an aggregate of 40 or more hours during construction of the Project shall meet the Tier 3 standards and front end loaders used during construction activities associated with excavation and grading for the underground parking garage and Multipurpose Facility shall meet the Tier 4 interim standards. Construction contractors supplying heavy duty diesel equipment greater than 50 horsepower shall be encouraged to apply for AQMD SOON funds. Information including the AQMD website shall be provided to each contractor which uses heavy duty diesel for on-site construction activities.

- **Enforcement Agency:** South Coast Air Quality Management District; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction (initial submittal); Construction
- **Monitoring Frequency:** Once (initial submittal); Periodic field inspections during construction
- **Action Indicating Compliance:** Field inspection sign-off; quarterly compliance certification report submitted by project contractor

Mitigation Measure B-5: All construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Mitigation Measure B-6: During excavation and grading for the underground parking garage and Multipurpose Facility, the Project shall use contractors for soil import/export with a minimum of 80 percent of haul trucks meeting EPA Model Year 2007 NO_X emissions levels.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Mitigation Measure B-7: Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will have their engines turned off after 5 minutes when not in use, to reduce vehicle emissions.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction

- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Mitigation Measure B-8: Construction activities shall be discontinued during second-stage smog alerts.

- **Enforcement Agency:** South Coast Air Quality Management District; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Mitigation Measure B-9: To the extent possible, petroleum-powered construction activity shall use electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance:** Field inspection sign-off; quarterly compliance certification report submitted by the Project contractor

C. Greenhouse Gas Emissions

(1) Project Design Features

Project Design Feature C-1: The new buildings and infrastructure shall be designed to be environmentally sustainable and to achieve the standards of the Silver Rating under the U.S. Green Building Council's Leadership

in Energy Efficiency and Design (LEED®) green building program or equivalent green building standards.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance:** Plan approval and issuance of building permit (Pre-construction); Issuance of Certificate of Occupancy (Construction)

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

D. Cultural Resources

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

Mitigation Measure D-1: The Applicant shall include an engineer with historic preservation expertise to ensure that appropriate shoring and other protective measures are in place for the original portion of the Main Building during demolition and construction of the North Wing. The demolition and shoring plan shall be approved by the City of Los Angeles Office of Historic Resources.

- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, prior to construction

- **Action Indicating Compliance:** Approval of shoring plan by City of Los Angeles Department of City Planning, Office of Historic Resources.

Mitigation Measure D-2: The design of the proposed new North Wing shall be approved by the City of Los Angeles Office of Historic Resources and shall meet the Secretary of the Interior's Standards for Rehabilitation.

- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once prior to construction; Once, at field inspection after completion of construction
- **Action Indicating Compliance:** Plan approval; field inspection signoff by City of Los Angeles Department of City Planning, Office of Historic Resources

Mitigation Measure D-3: Any proposed maintenance or rehabilitation of the original portion of the Main Building shall comply with the Secretary of the Interior's Standards for Rehabilitation. A Maintenance Plan based on the Secretary of the Interior's Standards for Rehabilitation shall be developed to address the ongoing treatment and maintenance of the Main Building.

- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Once, prior to Certificate of Occupancy
- **Action Indicating Compliance:** Completion of maintenance plan by qualified professional and submittal of plan to Office of Historic Resources; Issuance of Certificate of Occupancy

Mitigation Measure D-4: The Applicant shall nominate the Main Building and its associated site features for listing in the National Register of Historic Places.

- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources

- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Once, prior to Certificate of Occupancy of the North Wing
- **Action Indicating Compliance:** Submittal of nomination documentation to State Historic Preservation Office, with copies to City of Los Angeles Department of City Planning Office of Historic Resources

Mitigation Measure D-5: The Applicant shall produce measured drawings of the Main Building prior to implementation of the Project. The drawings shall become part of the historic record for the building with one set of drawings maintained on-site and a second set provided to the City of Los Angeles Office of Historic Resources.

- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, at plan check
- **Action Indicating Compliance:** Submittal of plans to Los Angeles Office of Historic Resources

Mitigation Measure D-6: The Applicant shall develop and implement an interpretive program on the Project Site. Components of the interpretive program may include on-site signage or other display(s); information about the historic significance of the Main Building and historic photographs on the Applicant's website; a brochure or other printed material documenting the history of the site; or other programs or materials developed by the Applicant. The Applicant shall provide the City of Los Angeles Office of Historic Resources a plan for the interpretive program prior to implementation.

- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Once, prior to Certificate of Occupancy of the North Wing
- **Action Indicating Compliance:** Submittal of plan for the interpretive program to the Office of Historic Resources

Mitigation Measure D-7: In addition to City of Los Angeles Office of Historic Resources review, a qualified preservation professional who meets the Secretary of the Interior's professional standards shall act as peer review for mitigation monitoring related to rehabilitation, new construction, interpretive programming, and the nomination of the Main Building for listing in the National Register.

- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Quarterly during construction
- **Action Indicating Compliance:** Quarterly compliance report submitted by a qualified preservation professional during construction period

Mitigation Measure D-8: If any paleontological materials are encountered during ground-disturbing activities for construction of the project, all further ground-disturbing activities in the area shall be temporarily diverted and the services of a qualified paleontologist shall then be secured. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** To be determined by consultation with paleontologist if resource(s) are discovered

  Action(s) Indicating Compliance: If unanticipated discoveries are found, submittal of compliance certification report by a qualified paleontologist

E. Geology and Soils

(1) Project Design Features

Project Design Feature E-1: Development of the Project Site shall comply with the construction and design recommendations provided in the site-specific geotechnical report.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection
- **Action Indicating Compliance:** Field inspection sign-off

(2) Mitigation Measures

Mitigation Measure E-1: Prior to the issuance of building or grading permits, the Applicant shall submit a final design-level geotechnical, geologic, and seismic hazard investigation report that complies with all applicable state and local code requirements prepared by a qualified geotechnical engineer and certified engineering geologist. The report shall be submitted the Los Angeles Department of Building and Safety, consistent with City of Los Angeles requirements. The site-specific geotechnical report shall include recommendations for the specific building location and design including those pertaining to site preparation, fills and compaction, foundations, etc. The site-specific geotechnical reports shall be prepared to the written satisfaction of the City of Los Angeles Department of Building and Safety.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check prior to issuance of applicable building permit for report approval; Periodic field inspections during construction
- **Action(s) Indicating Compliance:** Issuance of applicable building permit (Pre-construction); Field inspection sign-off (Construction)

Mitigation Measure E-2: During construction, non-engineered fills shall be excavated and replaced, as compacted fill properly bunched into suitable materials in accordance with City of Los Angeles requirements, or removed. The suitability of the excavated material for reuse in the compacted fills shall be confirmed during the final design-level, site specific geotechnical investigation.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance:** Field inspection sign-off

Mitigation Measure E-3: Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action Indicating Compliance:** Field inspection sign-off; quarterly compliance report by Project contractor

Mitigation Measure E-4: Stockpiled and excavated soil shall be covered with secured tarps or plastic sheeting.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction

- **Action Indicating Compliance:** Field inspection sign-off; quarterly compliance report by Project contractor

F. Hazards and Hazardous Materials

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

Mitigation Measure F-1: Prior to the issuance of any demolition permit, a lead-based paint survey shall be performed in compliance with applicable federal and State regulations. Should lead-based paint materials be identified, the Applicant shall provide evidence to the Department of Building and Safety demonstrating that the demolition/renovation contract provides that standard handling and disposal practices be implemented pursuant to Occupational Safety and Health Act regulations. If necessary, an Operations and Maintenance Plan shall also be prepared.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; California Environmental Protection Agency
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction (prior to demolition); Construction, if lead based paint is found
- **Monitoring Frequency:** Once, prior to issuance of demolition permits; Ongoing during construction if lead based paint is found
- **Action Indicating Compliance:** Submittal of lead based paint survey and issuance of demolition permits; if lead based paint is found, compliance report sign-off by a qualified environmental consultant

Mitigation Measure F-2: Electrical transformers, hydraulic elevator equipment, light ballasts, and other equipment suspected to contain PCBs shall be inspected for the presence of PCBs prior to any disturbance or removal. All equipment found to contain PCBs shall be removed and disposed in accordance with all applicable local, State and federal regulations including, but not limited to CCR Title 22 and EPA 40 CFR. In addition, a thorough assessment of any stained areas for the potential impact of PCBs and/or hydraulic oil are recommended. If impacted soil is identified, it should be properly characterized,

removed and disposed of by a licensed hazardous materials contractor.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; California Environmental Protection Agency
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction (prior to demolition); Construction, if PCBs are found
- **Monitoring Frequency:** Once, prior to issuance of demolition permits; Ongoing during construction if PCBs are found
- **Action Indicating Compliance:** Submittal of inspection report and issuance of demolition permits; if PCBs are detected, compliance report sign-off by a qualified environmental consultant

G. Hydrology, Surface Water Quality, and Groundwater

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

H. Land Use

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

I. Noise

(1) Project Design Features

(a) Construction

Project Design Feature I-1: Pile drivers and vibratory rollers shall not be used in the construction of the Project. Use of a large bulldozer or hoe ram shall occur a minimum of 15 feet from existing off-site structures.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

(b) Operation

Project Design Feature I-2: The parking surface of the parking structure shall be textured to reduce tire squeal and associated noise impacts.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-construction of parking structure
- **Monitoring Frequency:** Field inspection
- **Action Indicating Compliance:** Field inspection sign-off

Project Design Feature I-3: New mechanical equipment, including heating, ventilation, and air conditioning units, shall be designed to meet the noise limitation requirements of the Los Angeles Municipal Code, Chapter XI, Section 112.02.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction

- **Monitoring Frequency:** Once, at plan approval and once, prior to Certificate of Occupancy
- **Action Indicating Compliance:** Plan approval; Issuance of Certificate of Occupancy

Project Design Feature I-4: The composite noise attenuation of the building envelope for the Multipurpose Facility and the Performing Arts Center shall equal or exceed a composite noise attenuation of 40 dBA.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-construction upon completion of Performing Arts Center and Multipurpose Facility.
- **Monitoring Frequency:** Once at completion of construction of each building
- **Action Indicating Compliance:** Issuance of compliance report by noise expert, to be submitted prior to the Certificate of Occupancy

Project Design Feature I-5: [This Project Design Feature has been removed.]

Project Design Feature I-6: Non-operable windows shall be installed on the sides of buildings directly adjacent to Chaparal Street and Barrington Avenue. On the Barrington Parcel, non-operable windows shall be installed along the residential property boundary with 125 North Barrington Avenue and the Residential Portion of the Barrington Parcel. On the Chaparal Parcel, non-operable windows shall be installed along the residential property boundary with 11718 Chaparal Street.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once, upon completion of construction of the proposed buildings
- **Action Indicating Compliance:** Field inspection sign-off

Project Design Feature I-7: Outdoor Special Events in the Court of Leaders and Arts Plaza shall be limited as follows:

- Court of Leaders: Monday through Friday 3:00 P.M. to 10:00 P.M. with up to 650 attendees, Saturday 8:00 A.M. to 10:00 P.M. with up to 650 attendees
- Arts Plaza: Monday through Friday 3:00 P.M. to 7:00 P.M. with up to 400 attendees, Monday through Friday 7:00 P.M. to 10:00 P.M. with up to 75 attendees, Saturday 8:00 A.M. to 10:00 P.M. with up to 150 attendees.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually (review of compliance report)
- **Action Indicating Compliance:** Annual compliance report issued by Applicant

Project Design Feature I-8: Use of the proposed underground pedestrian pathway, which would extend from the underground parking structure to the Multipurpose Facility and the Performing Arts Center shall be required after 8:00 P.M. Monday through Saturday. Guests leaving Special Events and Interscholastic Athletic Competitions in the Multipurpose Facility or the Performing Arts Center after 8:00 P.M. shall be directed by staff to the required use of the underground pedestrian pathway. Additional notification measures may include: signage, temporary rope lines, or other additional notification strategies.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually (review of compliance report)
- **Action Indicating Compliance:** Annual compliance report issued by Applicant

(2) Mitigation Measures

Mitigation Measure I-1: Prior to the issuance of grading permits for the development of the Project, the Applicant shall provide proof satisfactory to the City Department of Public Works or Department of Building and Safety, as applicable, that all related construction

contractors have been required in writing to comply with the City Noise Ordinance, and prior to the development of the Project, the Applicant shall design a Construction Noise Mitigation Plan to minimize the construction-related noise impacts to off-site noise-sensitive receptors. The intent of the Construction Noise Management Plan is to provide the contractor with measures to reduce noise impacts by up to 15 dBA through implementation of the following:

- Use of temporary sound barriers between the Project construction area and affected receptors, where feasible, which provide 5 to 10 dBA of noise reduction.
- Ensure construction equipment is properly muffled according to industry standards.
- Ensure construction equipment is in good working condition.
- Place noise-generating construction equipment, operate earthmoving equipment, and locate construction staging areas away from vibration- and noise-sensitive uses, where feasible.
- Schedule high noise-producing activities to minimize disruption on sensitive uses, where practical.
- Implement noise attenuation measures including temporary noise barriers or noise blankets around stationary construction noise sources or along property lines.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes.
- Vehicles in loading and unloading queues shall have their engines turned off after 5 minutes when not in use.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, notify the School, take appropriate corrective action, and report the action taken to the reporting party and to the school.
- Noise monitoring to substantiate compliance with the noise goals.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety.
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety.

- **Monitoring Phase:** Pre-Construction; Construction.
- **Monitoring Frequency:** Periodic field inspections.
- **Action Indicating Compliance:** Submittal of a plan prepared by a noise expert prior to construction; field inspection sign-off; quarterly compliance certification report submitted by project contractor

Mitigation Measure I-2: The regulation-sized softball field shall be located along the southeast portion of the athletic field so that the softball field is oriented northwest for batters.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once
- **Action Indicating Compliance:** Plan approval

Mitigation Measure I-3: Weekday use of the athletic field shall conclude by 6:00 P.M. Flexibility for overtime shall be permitted for Interscholastic Athletic Competitions.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually (review of compliance report)
- **Action Indicating Compliance:** Annual compliance report issued by Applicant

Mitigation Measure I-4: Saturday use of the athletic field shall be permitted for four (4) hours between 10:00 A.M. to 6:00 P.M. for ten (10) days per year. Flexibility for overtime shall be provided for the Interscholastic Athletic Competitions.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually (review of compliance report)

- **Action Indicating Compliance:** Annual compliance report issued by Applicant

Mitigation Measure I-5: [This Mitigation Measure has been removed.]

J.1 Public Services—Fire Protection

(1) Project Design Features

Project Design Feature J.1-1: Prior to the issuance of a building permit, a plot plan shall be submitted to LAFD for approval. The plot plan would, at minimum, include the following design features:

- The campus fire alarm system shall be able to indicate the specific location for LAFD to enter the Project Site when a fire alarm is triggered.
- The fire lane connection from the gated entry on Chaparal Street and along the Court of Leaders shall provide a 28-foot minimum clear width.
- The designated fire lane along the Court of Leaders between the existing Main Building and the proposed Multipurpose Facility over the underground parking garage access shall be H-20 construction.
- One new private fire hydrant located near the northeast corner of the North Wing. The Applicant shall also provide for flexibility in the design of the Project to allow for the installation of an additional public fire hydrant located on Chaparal Street near the existing gated opening along Chaparal Street. As determined by LAFD, the new private fire hydrant shall provide a fire flow of 1,400 gallons per minute at 20-pound-per-square-inch residual pressure.
- The installation of sprinkler systems in each of the proposed buildings.
- A new 8-inch fire service connection to connect the Multipurpose Facility, Visual Arts Center, Performing Arts Center, and proposed private fire hydrant to the existing 6-inch water main on Chaparal Street. The ultimate design and size of infrastructure improvements will be coordinated and approved by LAFD.
- Separate meters and approved backflow prevention devices for the fire and domestic water services on Sunset Boulevard and Chaparal Street.
- **Enforcement Agency:** City of Los Angeles Fire Department
- **Monitoring Agency:** City of Los Angeles Fire Department

- **Monitoring Phase**: Pre-Construction
- **Monitoring Frequency**: Once, prior to issuance of first building permit
- **Action(s) Indicating Compliance:** Approval of the plot plan by the Los Angeles Fire Department

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

J.2 Public Services—Police Protection

(1) Project Design Features

(a) Construction

Project Design Feature J.2-1: The Applicant shall implement private security measures including security fencing, lighting, locked entry, and regular security patrols on the Project Site.

- **Enforcement Agency:** City of Los Angeles Police Department, City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Police Department
- **Monitoring Phase:** Construction; Operation
- **Monitoring Frequency:** Once, prior to issuance of the applicable Certificate of Occupancy; Annually, during operation
- **Action(s) Indicating Compliance:** Issuance of applicable Certificate of Occupancy (Construction); Annual compliance report by Applicant (Operation)

(b) Operation

Project Design Feature J.2-2: The Project shall increase safety by creating an all-pedestrian campus thereby eliminating the existing pedestrian-vehicular conflicts associated with students crossing the existing surface parking lots to access the athletic field.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety

- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once prior to issuance of building permit
- **Action Indicating Compliance:** Plan approval and issuance of a building permit for parking structure

Project Design Feature J.2-3: The Project shall allow all permitted student-driven carpools to park on campus, increasing safety by not having students cross Barrington Avenue and Sunset Boulevard.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annual assessment
- **Action Indicating Compliance:** Annual compliance report by Applicant

Project Design Feature J.2-4: The Project shall include the installation of new security fences and an emergency alert system.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once prior to issuance of building permit
- **Action Indicating Compliance:** Plan approval and issuance of Certificate of Occupancy

Project Design Feature J.2-5: The Project shall maintain the gated opening along Chaparal Street, which would be used for emergency vehicle access and for service and delivery access to the Multipurpose Facility, Performing Arts Center, and Visual Arts Center.

- **Enforcement Agency:** City of Los Angeles Fire Department; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction

- **Monitoring Frequency:** Once prior to issuance of building permit
- **Action Indicating Compliance:** Plan approval and issuance of a building permit

Project Design Feature J.2-6: [This Project Design Feature has been removed.]

Project Design Feature J.2-7: The Project shall maintain a closed campus requiring all visitors, guests, and vendors to have appointments prior to being granted access. Full-time security guards shall also be provided during all campus hours.

- **Enforcement Agency:** City of Los Angeles Police Department
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually (review of compliance report)
- **Action Indicating Compliance:** Annual compliance report submitted by Applicant.

(2) Mitigation Measures

(a) Construction

No mitigation measures are identified in the Environmental Impact Report for this environmental issue during project construction

(b) Operation

Mitigation Measure J.2-1: The Applicant shall consult with the Los Angeles Police Department Crime Prevention Unit regarding crime prevention features appropriate for the design of the Project and subsequently, shall submit plot plans for the Project for review and comment.

- **Enforcement Agency:** City of Los Angeles Police Department, City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once
- **Action Indicating Compliance:** Written confirmation of receipt of plan by Los Angeles Police Department

Mitigation Measure J.2-2: Upon completion of each building, the Applicant shall provide the Los Angeles Police Department-West Bureau Commanding Officer with a diagram of each portion of the property, including access routes, and any additional information that might facilitate police response.

- **Enforcement Agency:** City of Los Angeles Police Department
- **Monitoring Agency:** City of Los Angeles Police Department
- **Monitoring Phase:** Operation (prior to occupancy)
- **Monitoring Frequency:** Prior to certificate of occupancy for the last building constructed in each phase and prior to certificate of occupancy for the Performing Arts Center
- **Action Indicating Compliance:** Written confirmation of receipt of diagram by Los Angeles Police Department

Mitigation Measure J.2-3: The design of new development facing public sidewalks shall consider the Los Angeles Police Department's Design Out Crime Guidelines.

- **Enforcement Agency:** City of Los Angeles Police Department, City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once
- **Action Indicating Compliance:** Written confirmation of receipt of plan by Los Angeles Police Department

K. Traffic, Access, and Parking

(1) Project Design Features

Project Design Feature K-1: The Applicant shall continue to implement a comprehensive Traffic Management Program that would include, but not be limited to, maintenance of an average vehicle ridership of three persons per vehicle; a maximum of 15-student driven carpools consisting of three students in each vehicle with additional carpools permitted consisting of four or more students in each vehicle; restricting students from driving to School alone; and requiring that students who do not ride the bus be dropped off either in a parent-driven carpool or student-driven carpool. To ensure implementation of the Traffic Management Program, the School shall continue to inform parents, students, faculty, and staff in writing on an annual

basis of all rules regulating School traffic and parking and would continue to require registration of mode of transportation for students and employees. The School shall continue to coordinate with other schools in the area to schedule classes to avoid peak drop-off and pick-up activity. The School shall further maintain a progressive disciplinary system of enforcement to ensure compliance with the Traffic Management Program.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually (review of compliance report)
- **Action Indicating Compliance:** Preparation of annual compliance report

Project Design Feature K-2: The Project Applicant shall coordinate with LADOT to obtain approval for, and fund LADOT installation of a "no right-turn-on-red turn" restriction on the northbound approach of Barrington Avenue at Sunset Boulevard to facilitate eastbound through traffic along Sunset Boulevard and southbound traffic making a left turn to head eastbound on Sunset Boulevard.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once
- **Action(s) Indicating Compliance:** Written verification from Los Angeles Department of Transportation prior to the issuance of the Certificate of Occupancy

Project Design Feature K-3: The Project Applicant shall coordinate with LADOT to obtain approval for, and fund LADOT installation of additional "Do Not Block Intersection" signage, potentially on the overhead mast arm, at Sunset Boulevard and Barrington Avenue.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once

- **Action Indicating Compliance:** Written verification from Los Angeles Department of Transportation prior to the issuance of the Certificate of Occupancy

Project Design Feature K-4: The Project Applicant shall provide up to $10,000 for the conduct and implementation of a pedestrian safety study in the immediate vicinity of the Project Site, which would identify improvements to sidewalks, crosswalks, traffic signal equipment, etc., to enhance the safety of pedestrians around the Project Site.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction for the conduct of the study; construction for any implementation
- **Monitoring Frequency:** Once, prior to issuance of Certificate of Occupancy for the first new building constructed
- **Action(s) Indicating Compliance:** Written verification from LADOT prior to the issuance of the Certificate of Occupancy

Project Design Feature K-5: The Project Applicant shall coordinate with LADOT and neighborhood residents to provide up to $15,000 for the development and implementation of a traffic calming plan on Chaparal Street between Saltair Avenue and Barrington Avenue to minimize cut-through traffic on this street.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of Certificate of Occupancy for temporary measures installed prior to construction of Phase 2; again prior to issuance of Certificate of Occupancy for Phase 2 for permanent measures installed after need for construction truck use of Chaparal Street in Phase 2 is over.
- **Action(s) Indicating Compliance:** Written verification from LADOT prior to the issuance of the Certificate of Occupancy

Project Design Feature K-6: To minimize its effect on adjacent street traffic during the morning peak hour (i.e., 7:00 A.M. to 8:00 A.M.), the Project Applicant shall require at least 20 percent of employees to arrive outside of the morning peak hour when the student population reaches 470. The Project Applicant shall increase this requirement proportionally as the student population approaches 518 students, at

which time, the Project Applicant would require at least 40 percent of employees to arrive outside of the morning peak hour.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Periodic field inspection
- **Action(s) Indicating Compliance:** Annual compliance report submitted by the Applicant

Project Design Feature K-7: The Applicant shall develop an Event Parking and Transportation Management Plan that shall be employed for all Interscholastic Athletic Competitions and/or Special Events. The Event Parking and Transportation Management Plan shall include appropriate tools to manage and control traffic and parking for the events so that impacts to the surrounding areas are minimized and so that the limits in Mitigation Measure K-2 are enforced. Potential measures could include a parking reservation system to manage attendance, attendant-assisted parking, off-site parking, temporary increases in traffic management and parking personnel as needed, and other measures. This Plan shall be submitted to the Department of Transportation for review and approval 60 days prior to the first Interscholastic Athletic Competition or Special Event that occurs on the proposed athletic field, Court of Leaders, Arts Plaza, Multipurpose Facility, Performing Arts Center, or Visual Arts Center. The Plan may be modified to incorporate new technologies or techniques in parking and transportation management. Any such modifications would be submitted to the Department of Transportation for review and approval.

The Plan shall include a parking reservation system designed to implement the arrival vehicle limits in Mitigation Measure K-2 on certain Interscholastic Athletic Competitions and Special Events. The parking reservation system is expected to be a mobile application with an automated parking reservation and ticketing system for those Interscholastic Athletic Competitions and Special Events that are subject to the limits in Mitigation Measure K-2. Guests seeking to attend an Interscholastic Athletic Competition or Special Event without a parking reservation would be denied access to the campus. The mobile application shall include a reporting capability so that system logs can be generated regarding the issued parking reservations.

A report on the effectiveness of the Event Parking and Transportation Management Plan shall be included in the annual reporting by the

Applicant as part of the Traffic Management Program described in Project Design Feature K-1.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-operation and operation
- **Monitoring Frequency:** Once, for initial approval of the Plan and then annually (review of compliance report and any modifications to the Plan) thereafter
- **Action(s) Indicating Compliance:** Written verification of approval by Los Angeles Department of Transportation prior to the issuance of the Certificate of Occupancy and then preparation of annual compliance report thereafter

Project Design Feature K-8: Use of Haul Route Option B shall be limited to a maximum of 20 total truck trips (10 round truck trips) per hour during excavation and grading for the underground parking garage and Multipurpose Facility.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Construction (during excavation and grading for the underground parking garage and Multipurpose Facility)
- **Monitoring Frequency:** Periodic field inspections
- **Action(s) Indicating Compliance:** Field inspection sign-off

(2) Mitigation Measures

Mitigation Measure K-1: The Project Applicant shall raise the percentage of students who are required to utilize the fixed-route bus service from 50 percent to 70 percent.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Periodic field inspections
- **Action(s) Indicating Compliance:** Annual compliance report from Applicant

Mitigation Measure K-2: The Project Applicant shall limit the number of trips generated by guests arriving at or departing from weekday afternoon and Saturday afternoon Special Events and Interscholastic Athletic Competitions as follows:

- 3:00 P.M.–4:00 P.M. Arrival—Limit the number of vehicles generated by guests arriving at the campus to attend Special Events and Interscholastic Athletic Competitions beginning at 3:30 P.M. or 4:00 P.M., Monday through Friday, to no more than 44.
- 5:00 P.M.–6:00 P.M. Departure—Limit the number of vehicles generated by guests departing from the campus after attending Special Events and Interscholastic Athletic Competitions ending at 5:00 P.M. or 5:30 P.M., Monday through Friday, to no more than 44.
- 5:00 P.M.–6:00 P.M. Arrival—Prohibit guests arriving at the campus to attend Special Events and Interscholastic Athletic Competitions beginning at 5:30 P.M. or 6:00 P.M.
- 6:00 P.M.–7:00 P.M. Arrival—Limit the number of vehicles generated by guests arriving at the campus to attend Special Events beginning between 6:00 P.M. or 7:00 P.M., Monday through Friday, to no more than 126.
- Saturday 1:00 P.M.–2:00 P.M.—Limit the number of number of vehicles generated by guests arriving at the campus to attend Special Events and Interscholastic Athletic Competitions beginning at 1:30 P.M. or 2:00 P.M. on Saturday to no more than 243.
- These limits shall be enforced via measures to be included in the Event Parking and Transportation Management Plan to be developed in accordance with Project Design Feature K-7, such as a parking reservation system to manage attendance.
- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Periodic field inspection
- **Action(s) Indicating Compliance:** Annual compliance report submitted by the Applicant

Mitigation Measure K-3: [This mitigation measure has been removed.]

Mitigation Measure K-4: Worksite Traffic Control Plan

The Project Applicant shall prepare a detailed construction worksite traffic control plan, including street and sidewalk closure information and associated detour plans, as necessary and satisfactory to the City. The Worksite Traffic Control Plan shall identify if street and sidewalk closures are necessary, when such closures would occur, and for how long the closure(s) would be in effect.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction prior to each construction phase
- **Monitoring Frequency:** Once for each construction phase, prior to issuance of demolition or building permit
- **Action Indicating Compliance:** Written verification of approval of Plan from Los Angeles Department of Transportation prior to the start of each construction phase

Mitigation Measure K-5: Traffic Management Plan

The Project Applicant shall prepare a detailed construction traffic management plan, including haul routes and staging plans, as necessary and satisfactory to the City. The construction traffic management plan would be based on the nature and timing of the specific construction activities and would include the following elements as appropriate:

- Maintain access for land uses in proximity to the Project Site during Project construction.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods, to the extent feasible.
- Coordinate deliveries and pick-ups to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- Develop a plan for coordinating access for construction workers, school employees, students, and bus access when school and construction are concurrent.
- Minimize obstruction of through traffic lanes on surrounding public streets.
- Use of flaggers to control construction equipment traffic access to City streets adjacent to the Project Site.
- Identify designated transport routes for haul trucks and heavy trucks to be used over the duration of Project construction.

- Develop a plan for staging trucks prior to arriving at the Project Site. Truck travel on local streets shall be limited to Chaparal Street and Barrington Avenue only; trucks shall not travel on any other local streets serving the neighborhoods surrounding the Project Site. If off-site truck staging is necessary, trucks shall be radioed in from the designated off-site staging area.
- Schedule vehicle movements to ensure that there are no vehicles waiting off-site, with the exception that one to two trucks may stage on Sunset Boulevard in front of the campus, or impeding public traffic flow on the surrounding streets. During peak haul traffic, provide an off-site staging area where trucks would be radioed into the Project Site to avoiding queuing along adjacent streets.
- Establish requirements for loading/unloading and storage of materials on the Project Site.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses and residences at all times.
- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction prior to each construction phase
- **Monitoring Frequency:** Once for each construction phase, prior to issuance of demolition or building permit
- **Action Indicating Compliance:** Written verification of approval of Plan from Los Angeles Department of Transportation prior to the issuance of demolition and/or construction permits

Mitigation Measure K-6: Parking Plan

The Project Applicant would prepare a parking plan prior to the commencement of construction activities, which would identify parking locations for the School and construction workers. The Parking Plan would provide the following, as appropriate:

- During the construction of the proposed parking garage, parking for the School would be arranged in nearby available off-site parking facilities. The alternate parking location(s) and the method of transportation to and from the Project Site (if beyond walking distance) shall be identified for approval by LADOT 30 days prior to commencement of construction.

- Construction worker parking would be accommodated on the Project Site or nearby available off-site parking facilities.
- During construction activities when construction worker parking cannot be accommodated on the Project Site, alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) would be identified for approval by LADOT 30 days before commencement of construction.
- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations. This information would clearly state that no parking is permitted on residential streets in the neighborhoods north and south of Sunset Boulevard.
- No construction worker parking would be permitted within 500 feet of the nearest point of the Project Site except in designated areas. The contractor would be responsible for informing subcontractors and construction workers of this requirement, for monitoring compliance of the subcontractors, and if necessary, for hiring a security guard to enforce these parking provisions. The contractor would be responsible for all costs associated with enforcement of this requirement.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction prior to each construction phase
- **Monitoring Frequency:** Once for each construction phase, prior to issuance of demolition or building permit
- **Action Indicating Compliance:** Written verification of approval of Plan from the City of Los Angeles Department of Building and Safety prior to the issuance of demolition and/or building permits

Mitigation Measure K-7: The Project Applicant shall develop and submit a Pedestrian Routing Plan to LADOT prior to commencement of construction that identifies safe walking routes to the Project Site. The Pedestrian Routing Plan would, at a minimum, require the following:

- Maintain pedestrian access for land uses in the vicinity of the Project Site including the residential community surrounding the School.

- Follow generally accepted construction safety standards to separate pedestrians from construction activity.
- If a sidewalk closure becomes necessary, maintain sidewalk access at least along one side of the roadway.
- Provide adequate signage to guide pedestrians.
- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction prior to each construction phase
- **Monitoring Frequency:** Once for each construction phase, prior to issuance of demolition or building permit
- **Action Indicating Compliance:** Written verification of approval of Plan from Los Angeles Department of Transportation prior to the issuance of demolition and/or building permits

Mitigation Measure K-8: Unrestricted access for school buses shall be maintained on street rights-of-way.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection
- **Action Indicating Compliance:** Quarterly compliance report by Project contractor; Field inspection sign-off

Mitigation Measure K-9: Construction vehicles shall comply with the provisions of the California Vehicle Code, including stopping when encountering school buses using red flashing lights.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection
- **Action Indicating Compliance:** Quarterly compliance report by Project contractor; Field inspection sign-off

Mitigation Measure K-10: Project construction activities shall not endanger passenger safety or delay student drop-off or pick-up due to changes in traffic patterns, lane adjustments, altered bus stops, or traffic lights.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection
- **Action Indicating Compliance:** Quarterly compliance report by Project contractor; Field inspection sign-off

Mitigation Measure K-11: Project contractors shall maintain ongoing communication with school administrators at affected schools along the haul route, providing sufficient notice to forewarn students and parents/guardians when existing pedestrian and vehicle routes to school may be impacted.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection
- **Action Indicating Compliance:** Quarterly compliance report from Project contractor; Field inspection sign-off

Mitigation Measure K-12: If necessary, appropriate traffic controls (e.g., signs) shall be installed to ensure pedestrian and vehicular safety during construction. Crossing guards shall be provided when the safety of students may be of concern relative to construction activities at impacted school crossings.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection
- **Action Indicating Compliance:** Field inspection sign-off; quarterly compliance report submitted by Project contractor

Mitigation Measure K-13: Barriers and/or fencing shall be installed around construction sites to secure construction equipment and the site and to prevent trespassing, vandalism, and attracting nuisances.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection
- **Action Indicating Compliance:** Quarterly compliance report submitted by project contractor; Field inspection sign-off

Mitigation Measure K-14: Security patrols shall be provided to minimize trespassing, vandalism, and short-cut attractions.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection
- **Action Indicating Compliance:** Quarterly compliance report submitted by project contractor; Field inspection sign-off

L.1 Utilities and Service Systems—Water Supply

(1) Project Design Features

Project Design Feature L.1-1: The Project shall install new on-site water connections, where necessary, to distribute water within the Project Site.

- **Enforcement Agency:** City of Los Angeles Department of Water and Power
- **Monitoring Agency:** City of Los Angeles Department of Water and Power
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy (to verify any necessary installation)

- **Action Indicating Compliance:** Issuance of certificate of occupancy

Project Design Feature L.1-2: Improvements to the existing fire water system shall be designed and constructed to meet a minimum fire flow of 1,400 gallons per minute with a residual pressure of 20 pound per square inch.

- **Enforcement Agency:** City of Los Angeles Department of Water and Power**;** City of Los Angeles Fire Department
- **Monitoring Agency:** City of Los Angeles Fire Department
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy (to verify any necessary installation)
- **Action Indicating Compliance:** Plot plan approval; Issuance of building permit

Project Design Feature L.1-3: The Project shall implement the following water conservation features:

- Use of high-efficiency irrigation systems, including centralized and weather-responsive irrigation controls, drip irrigation, and high-efficiency spray heads for turf areas.
- Maximized use of native/adapted/drought tolerant plants.
- Use of artificial turf on the proposed athletic field.
- High-efficiency plumbing fixtures, including: low-flow lavatory faucets with a flow rate of 0.2 gallons per cycle; kitchen faucets with a flow rate of 1.8 gallons per minute; and high-efficiency toilets (1.28 gallons per flush) and urinals (0.5 gallon per flush).
- **Enforcement Agency:** City of Los Angeles Department of Water and Power
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy (to verify any necessary installation)
- **Action Indicating Compliance:** Plan approval; Issuance of certificate of occupancy

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

L.2 Utilities and Service Systems—Wastewater

(1) Project Design Features

Project Design Feature L.2-1: Prior to the development of a new building, the capacity of the on-site sanitary sewers serving the building shall be evaluated based on applicable Bureau of Sanitation and California Plumbing Code standards and new sanitary sewer lines and connections shall be installed on-site as necessary to accommodate proposed flows.

- **Enforcement Agency:** City of Los Angeles Department of Public Works
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Public Works
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy (to verify any necessary installation)
- **Action(s) Indicating Compliance:** Plan approval; Issuance of Certificate of Occupancy

Project Design Feature L.2-2: Necessary Project sanitary sewer lines and connections shall be designed and constructed to conform to the applicable Bureau of Sanitation and California Plumbing Code standards.

- **Enforcement Agency:** City of Los Angeles Department of Public Works
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Public Works
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy (to verify any necessary installation)
- **Action(s) Indicating Compliance:** Plan approval; Issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.