

Errata 1

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

This document provides additional refinements to the Archer Forward: Campus Preservation and Improvement Plan Final Environmental Impact Report (Final EIR). Specifically, the Project has been further 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 as described in further detail below.

A. Additional Refinements

The Final EIR included refinements to the Project in response to comments on the Draft EIR. Since publication of the Final EIR, additional refinements to the Project are proposed. Specifically, the Project has been further refined to remove the Aquatics Center proposed within the Barrington Parcel. As described on page II-7 of Section II, Project Description, of the Draft EIR, the Barrington Parcel, located at 141 North Barrington Avenue, comprises approximately 0.6-acre or approximately 26,047 square feet.¹ During construction, the Barrington Parcel would continue to be used for construction staging and access. 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. In addition, 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.² The remaining 15,574-square-foot Residential Portion of the Barrington Parcel would be maintained for residential use. As described in the Draft EIR and Final EIR, the existing residence on the Barrington Parcel would continue to be removed to accommodate the Project. The setbacks with the additional refinements would comply with Los Angeles Municipal Code requirements. A Lot Line Adjustment may be required to align

¹ Conversion may not be exact due to rounding.

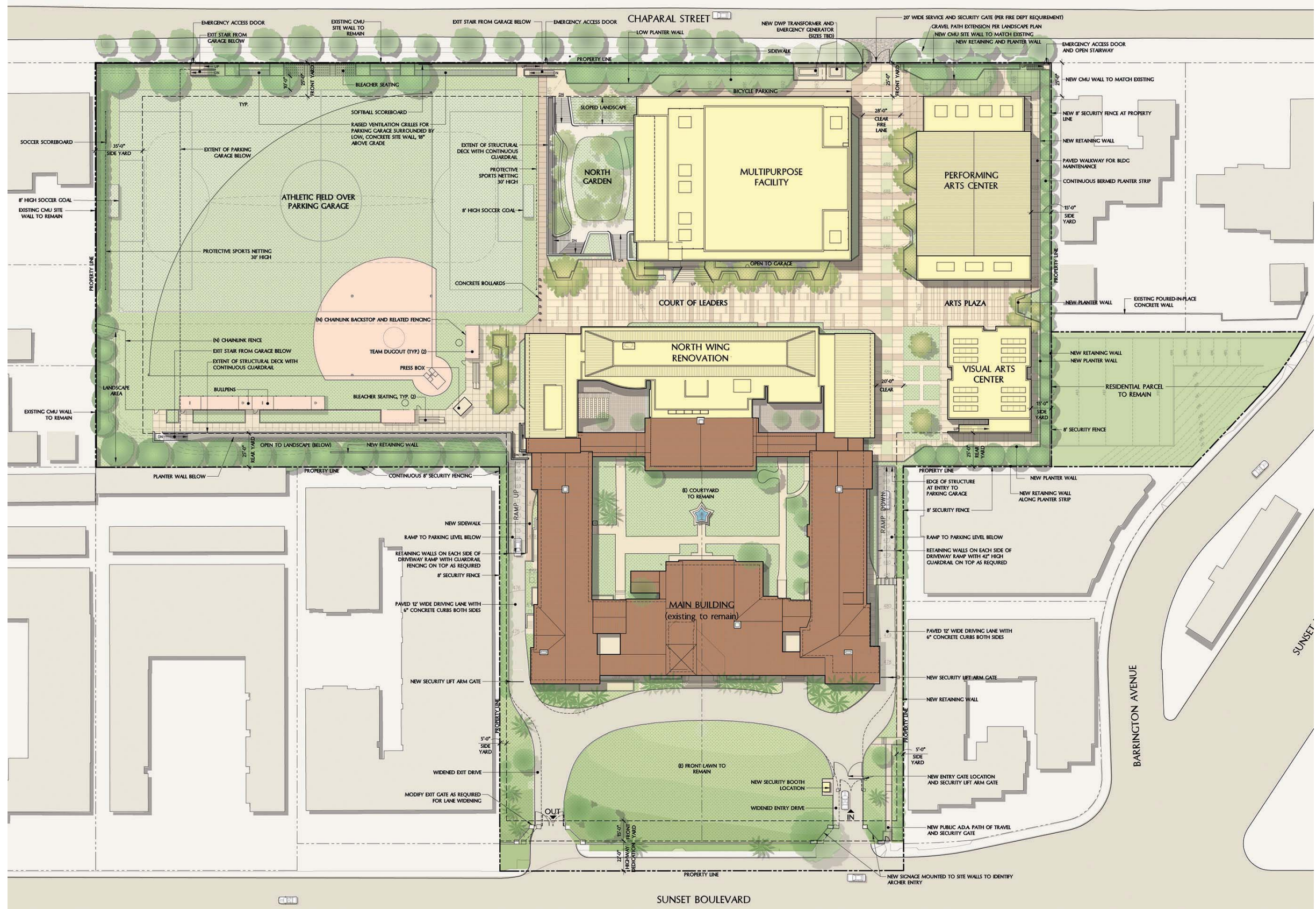
² As noted further below, as part of the Project approvals, a Lot Line Adjustment may be required upon approval of the Project.

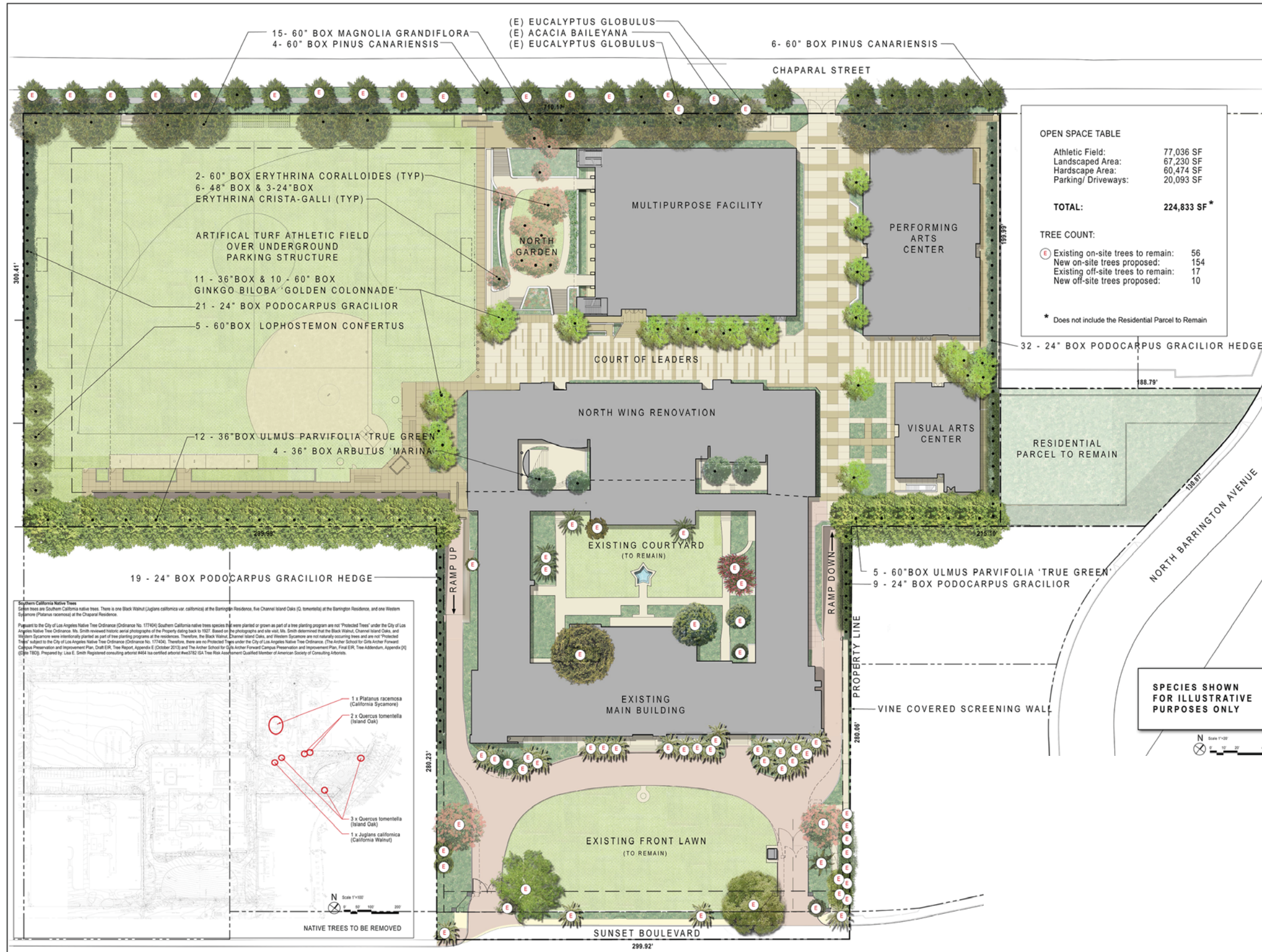
the eastern lot line of the Chaparal Parcel and the Campus Portion of the Barrington Parcel.

As described in Section II, Corrections and Additions to the Draft EIR, of the Final EIR, the Project was refined to reduce the size of the majority of the proposed buildings, exchange the location of the Performing Arts Center to the Chaparal Parcel and the Aquatics Center and Visual Arts Center to the Barrington Parcel, and enclose the pool within the Aquatics Center. Specifically, the North Wing Renovation was reduced from 39,071 square feet to 30,400 square feet, the Multipurpose Facility was reduced from 41,400 square feet to 39,330 square feet, and the Performing Arts Center was reduced from 22,600 square feet to 19,025 square feet with a reduction in seating from 650 seats to 395 seats. To reduce noise from the use of the proposed pool, the Project was also refined to fully enclose the pool within the proposed Aquatics Center. Enclosing the pool within the Aquatics Center increased the size of the Aquatics Center from 2,300 square feet to 9,675 square feet. The Visual Arts Center remained at approximately 7,400 square feet. Overall, as provided in the Final EIR, the Project's net new floor area was reduced from 75,930 square feet to 68,989 square feet. The Project's net new floor area, as provided in the Draft EIR and Final EIR, previously accounted for complete removal of the existing residence located on the Barrington Parcel, totaling approximately 2,546 square feet. While the entire residential structure would continue to be removed with the additional refinements, the net new floor area calculations have conservatively accounted for removal of only the portion of the existing residence located on the Campus Portion of the Barrington Parcel (approximately 322 square feet). With this conservative approach, the Project's net new floor area would be 61,538 square feet with the additional refinements.

The proposed relocation of the Performing Arts Center from the Barrington Parcel to the Chaparal Parcel and the relocation of the Visual Arts Center from the Chaparal Parcel to the Barrington Parcel described in the Final EIR would remain with removal of the Aquatics Center. A refined conceptual site plan and landscape plan showing removal of the Aquatics Center is provided in Revised Figure II-1 on page 3 and in Revised Figure II-3 on page 4, respectively. In addition, Revised Figure IV.A-15 and Revised Figure IV.A-16 included in Section II, Corrections and Additions to the Draft EIR, of the Final EIR have been further refined to show the proposed view along Barrington Avenue with removal of the Aquatics Center. Refer to Revised Figure IV.A-15 on page 5 and Revised Figure IV.A-16 on page 6.

The reduced construction schedule of five years would be maintained. As described above, the Project would continue to use the Barrington Parcel for construction access and staging. During operation, the Barrington Parcel would no longer be used for campus







VIEW 4

BEFORE



VIEW 4

AFTER



VIEW 5 BEFORE



VIEW 4 AFTER

Source: Parallax Associates, Inc., 2013.

deliveries and services as no driveway would be provided on Barrington Avenue for School operations. Primary access to the Project Site would continue to be from Sunset Boulevard. Access along Chaparal Street would be maintained and would be used for emergency vehicle access and limited service and delivery vehicle access, including the trash enclosure on the side of the Performing Arts Center within the Chaparal Parcel.

Additional operational refinements have also been made to remove campus operations related to the use of the proposed Aquatics Center. The specific refinements are provided below. During operation, the Residential Portion of the Barrington Parcel would not be used for independent school use.

B. Corrections and Additions to Draft EIR and Final EIR Sections and Appendices

1. Draft EIR

In response to the additional refinements described above, the following additional corrections and additions to the Draft EIR have been made and are provided below with deletions shown in **strikethrough** and additions shown in **underline** with a **bold** font.

IV.G. Hydrology, Surface Water Quality, and Groundwater

Volume 1, Section IV.G, Hydrology, Surface Water Quality, and Groundwater, page IV.G-33, revise second paragraph as follows:

As described above, in October 2011, the City of Los Angeles passed the Low Impact Development Ordinance, amending Chapter VI, Article 4.4, Sections 64.70.01 and 64.72 of the Los Angeles Municipal Code to expand the applicability of the existing SUSMP requirements by imposing rainwater LID strategies on projects that require building permits. The LID Ordinance requires rainwater from a 0.75-inch rainstorm to be captured, infiltrated and/or used on-site at most developments and redevelopments where more than 500 square feet of hardscape is added. The LID Ordinance prioritizes the selection of BMPs with infiltration systems as the first priority type of BMP. As described further below, in accordance with the requirements of the LID Ordinance, the Project proposes the implementation of ~~two~~ **one** infiltration ~~systems~~ **system** within the Project Site. To determine the appropriate size

of the infiltration system for the Project Site, the five-step process outlined in the LID Manual was used.³ This five-step process includes calculating the design volume of the infiltration system, determining the design infiltration rate, calculating the BMP surface area, calculating the total storage volume, and calculating the media storage depth. For additional details regarding this analysis, please refer to the Water Resources Technical Report, included in Appendix L of this Draft EIR and the Percolation Testing and Stormwater Infiltration Memorandum prepared by Geotechnologies, Inc. and included in Appendix M of this Draft EIR.

Volume 1, Section IV.G, Hydrology, Surface Water Quality, and Groundwater, page IV.G-47, revise first paragraph as follows:

As set forth in the LID Manual, infiltration facilities shall be sized to capture and infiltrate the design capture volume based on the runoff produced from a 0.75-inch storm event. Based on this requirement, the total storage volume needed within the Project Site was determined to be approximately ~~16,886~~ **15,940** cubic feet. To achieve this storage volume, the Project proposes the installation of ~~two one~~ **infiltration systems system**. The ~~primary~~ infiltration system is proposed to be located under the front lawn adjacent to Sunset Boulevard. This system would have a total storage volume of approximately ~~14,430~~ **15,940** cubic feet and serve runoff from drainage areas one, ~~and two, three, and four~~.⁴ ~~An additional infiltration system is proposed along the rear of the Performing Arts Center, adjacent to Barrington Avenue, which would serve runoff from drainage areas three and four. This system would have a total storage volume of approximately 2,456 cubic feet. These locations~~ **The location** proposed for installation of the infiltration ~~systems meet~~ **system meets** the infiltration feasibility criteria as described above.

³ The "LID Manual" refers to the Development Best Management Practices Handbook, Part B Planning Activities, 4th Edition, which was adopted by the City of Los Angeles, Board of Public Works on July 1, 2011, to reflect Low Impact Development requirements that took effect May 12, 2012.

⁴ An analysis of the changes to the infiltration system described in the Draft EIR as a result of the removal of the Aquatics Center was prepared by KPFF Consulting Engineers. As provided below, this analysis has been added as Appendix L-3 to Appendix L, Water Resources Technical Report, of the Draft EIR and is appended to this Errata.

2. Final EIR

In response to the additional refinements made after completion of the Final EIR, modifications to the Final EIR have been made. All changes to the Final EIR resulting from the additional refinements described above are presented in **bold** font below, with deletions shown as ~~strikethrough~~ and additions shown as underline. As indicated below, these modifications to the Final EIR include changes to Section II, Corrections and Additions to the Draft EIR. Section II, Corrections and Additions to the Draft EIR, of the Final EIR, presented modifications to the Draft EIR with deletions shown as ~~strikethrough~~ and additions shown as underline, but without the use of bold font. Therefore, as provided below, changes that occurred between the Draft EIR and the Final EIR continue to be presented in the same format they were presented in Section II, Corrections and Additions to the Draft EIR, of the Final EIR, with deletions shown as ~~strikethrough~~ and additions shown as underline, but without the use of bold font. Where changes to the text presented in the Final EIR were made, modifications are shown in ~~strikethrough~~ and underline with the use of **bold** font.

Volume 1, Section I, Executive Summary, page I-12 to page I-13, revise Subsection 3, Required Approvals, as follows:

Approvals required for development of the Project may include, but are not limited to, the following:

- Vesting Conditional Use Permit pursuant to LAMC Section 12.24.T for Private Schools;
- Modification of height regulations pursuant to LAMC Section 12.24.F to permit the North Wing Renovation at a height of 41 feet 4 inches with a roof slope of 25 percent in lieu of the RE11-1 height limit, pursuant to LAMC Section 12.21.1, which provides that no building shall exceed 36 feet except that when the roof has a slope of less than 25 percent, the maximum height shall be 30 feet;
- Modification of height regulations pursuant to LAMC Section 12.24.F to permit the Multipurpose Facility at a height of 36 feet plus 10 feet to account for the sunken North Garden with a roof slope of less than 25 percent in lieu of the RE11-1 height limit, pursuant to LAMC Section 12.21.1, which provides that no building shall exceed 36 feet except that when the roof has a slope of less than 25 percent, the maximum height shall be 30 feet;

- Modification of area regulations pursuant to LAMC Section 12.24.F to permit reduced yards requirements and encroachments into yards on the Project Site in lieu of the area requirements pursuant to LAMC Sections 12.10.C and 12.21.C.3.b;
- ~~Modification of area and height regulations pursuant to LAMC Section 12.24.F to permit the location and height of lighting for the proposed outdoor athletic field;~~⁴
- Zoning Administrator's Adjustment pursuant to LAMC Section 12.28 to permit fences/gates/walls up to 8 feet in height within the required front yards along Chaparal Street and Barrington Avenue in lieu of the 3.5 feet otherwise permitted in the front yard;
- Zoning Administrator's Adjustment pursuant to LAMC Section 12.28 to permit fences/gates/walls up to 8 feet in height along the Chaparal Street side and rear yard, the Sunset Boulevard side yard, and the Barrington Avenue side yards in lieu of the 6 feet otherwise permitted in the side and rear yards;
- Site Plan Review pursuant to LAMC Section 16.05.C;
- Haul Route Permit;
- Board of Police Commissioners permit for extended construction hours;
- Grading, excavation, demolition, and building permits; and
- Any additional actions as may be deemed necessary or desirable, including a Lot Line Adjustment to align the eastern lot line of the Chaparal Parcel and the Campus Portion of the Barrington Parcel.

Volume 1, Section II, Corrections and Additions to the Draft EIR, page II-5 to page II-10, revise Subsection B, Additional Refinements to Proposed Operations, as follows:

Additional refinements have also been made to the revised campus operations set forth in the Final EIR. Specifically, the Project proposes additional restrictions on hours and operations as follows:

- 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.
 - o Instruction shall be permitted in all School Buildings, and Courtyards, ~~and the Aquatics Center~~ 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, ~~and the Aquatics Center~~ 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, ~~and the Aquatics Center~~ beginning at 7:00 A.M. on Saturday, with no limit on the number of participating students.
 - o 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.
 - o 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.
- ~~Extracurricular Activities in the Aquatics Center shall be permitted Monday through Friday from 7:00 A.M. to 8:00 P.M. and Saturday from 9:00 A.M. to 6:00 P.M. Instruction and Extracurricular Activities in the Aquatics Center on Saturday shall be limited to 30 percent of enrolled students. For reference, the Draft EIR proposed to limit Extracurricular Activities in the Aquatics Center to 4 hours on 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.
- ~~Interscholastic Athletic Competitions in the Aquatics Center shall be permitted 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. For reference, the Draft EIR proposed to permit Interscholastic Athletic Competitions in the Aquatics Center Monday through Friday until 8:00 P.M. and Saturday beginning at 7:00 A.M.~~
- 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.
- School Functions 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 School Functions is reduced from 98 to 86 per year. The categories of School Functions are modified to eliminate Interscholastic Athletic Tournaments.
 - Categories of School Functions 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 School Functions may vary each Academic Year depending on Archer’s instructional needs.

- School Functions 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 School Functions shall be permitted to conclude by 11:00 P.M. on Fridays and Saturdays. No more than 5 School Functions shall be permitted on Sunday. Upper School Graduation shall be permitted on the Athletic Field from 10 A.M. to ~~3 P.M.~~ 4:00 P.M. on one Saturday per year.
- Of the 86 proposed School Functions, Archer would be limited to 27 School Functions with up to 100 guests, 22 School Functions with up to 200 guests, 26 School Functions with up to 300 guests, 7 School Functions with up to 500 guests, 3 School Functions with up to 650 guests, and 1 School Function (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), ~~swimming~~, games, arts, crafts, nature, and cooking. The School's program would serve up to 350 students primarily in the School Buildings and Courtyards ~~and the Aquatics Center~~. 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 Aquatics 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.

Volume 1, Section II, Corrections and Additions to the Draft EIR, page II-14 to page II-16, further revise Project Design Feature A-8, as follows:

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 contrast and coverage, and minimize skyglow. Methods would include:
 - ~~Lighting of the proposed athletic field shall incorporate shielding and aiming to prevent glare, light spill, and the upward emission of light.~~
 - ~~Exterior sports lighting fixtures shall be aimed at an angle of not more than 62° (from nadir, normal to the horizon), or such lighting fixtures shall be aimed 18° less than the angle of direct view (from the property boundary), whichever is less.~~
 - 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 or 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.
 - ~~For pool lighting, to ensure safety and security, the pool shall be illuminated by recessed wall mounted underwater pool lights, and the deck shall be illuminated with low level bollards, wall, and trellis-mounted shielded lighting aimed in a downward orientation. The adjacent pathway areas shall be illuminated during the evening for safety. All pool and pool deck lighting configurations shall comply with IESNA RP-06-01, 30.0 pool, 10.0 pool deck Illuminance Recommendations – Indoor pool, best practice recommendations.~~

Volume 1, Section II, Corrections and Additions to the Draft EIR, page II-17 to page II-18, further revise Volume I, Section IV.A, Aesthetics/Visual Quality, Views, Light/Glare, and Shading, pages IV.A-49 through page IV.A-50 of the Draft EIR, as follows:

Specifically, based on the Tree Report included in Appendix E, of this Draft EIR, it is anticipated that approximately ~~161~~154 trees within the Project Site would be removed, and approximately ~~76~~56 trees would be retained. Trees within adjacent properties or within the public right-of-way would not be removed as part of the Project. In addition, the existing landscape fronting Sunset Boulevard, including the expansive lawn at the main entry and several of the palm trees would be preserved. As described in the Tree Report, the trees to be removed within the Project Site are of varying species, maturity, size, and condition. ~~Four~~Seven of the trees within the Project Site are California native tree species; however, based on historical photographs and

site visits, it was determined that the ~~four~~seven native trees were intentionally planted as part of tree planting programs and are therefore not considered protected trees under the City of Los Angeles Native Tree Ordinance. As further discussed in the Tree Report, none of the removed trees are proposed to be relocated as they are poor candidates for transplanting due to age, species, location, condition, and factors that would reduce their potential to survive transplanting. As part of the Project, all trees to be removed that are eight inches in diameter at breast height and above would be replaced on a one-to-one basis with a minimum of 24-inch box trees for a total of approximately ~~102~~93 new trees. In total, the Project proposes to plant approximately 146-154 trees on the Project Site and approximately 10 additional trees north of the Project Site along Chaparal Street. Additionally, as evaluated in the Tree Report, based on the lack of construction under any portion of the trees' drip lines and the protection from the existing wall, Project construction would not affect trees within the apartment building site located adjacent to the existing west parking lot. Furthermore, with implementation of Project Design Feature A-5, the Project is not anticipated to affect the Peppermint Willow tree on the neighboring property adjacent to Archer's east driveway, which may be located within 5 to 10 feet of proposed construction activities. However, were construction to result in the death of any trees on neighboring properties Project Design Feature A-6 provides that all trees on neighboring properties that were to die that are eight inches in diameter at breast height and above would be replaced on a one-to-one basis with a minimum of 24-inch box trees.

Volume 1, Section II, Corrections and Additions to the Draft EIR, page II-42, revise Project Design Feature I-6, as follows:

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 ~~11718 Chaparal Street, 11706 Chaparal Street, and~~ 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.

Volume 1, Section II, Corrections and Additions to the Draft EIR, page II-42, delete Mitigation Measure I-5, as follows:

Mitigation Measure I-5: The swimming pool at the Aquatics Center shall be fully enclosed within a structure.

Volume 1, Section II, Corrections and Additions to the Draft EIR, page II-43 to page II-44, further revise Project Design Feature J.1-1, as follows:

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.
- ~~The fire truck access from the gated entry on Barrington Avenue shall provide a 20-foot minimum clear width throughout its extent. The design of this fire truck turnaround shall follow LAFD requirements.~~
- One new private fire hydrant located near the northeast corner of the North Wing. ~~Archer~~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 6-inch fire service connection to connect the Performing Aquatics Center and Visual Arts Center to the existing 8-inch water main on Barrington Avenue.~~
- A new 8-inch fire service connection to connect the Multipurpose Facility, Aquatics Center, 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, ~~Barrington Avenue~~, and Chaparal Street.

Volume 1, Section II, Corrections and Additions to the Draft EIR, page II-45, delete Project Design Feature J.2-6, as follows:

~~**Project Design Feature J.2-6: The Project shall provide a new gated opening along Barrington Avenue, which would be used for emergency vehicle access and for service and delivery access to the Performing Arts Center Aquatics Center.**~~

Volume 1, Section II, Corrections and Additions to the Draft EIR, page II-46 to page II-49, further revise Volume 2, Section IV.K, Traffic, Access, and Parking, pages IV.K-80 and I.V.K-81, of the Draft EIR, as follows:

~~Based on the City parking requirements provided in Sections 12.21A.4(e) and (f) of the LAMC and the Los Angeles Department of Building and Safety Bulletin P/ZC 2002-011 revised March 6, 2013 (hereafter referred to as the Bulletin), Grades 6-8 require 1 parking space per classroom and Grades 9-12 require the greater of either the parking required for the auditorium or assembly areas (1 per five fixed seats) or 1 per 500 square feet of total building area. The Project's largest assembly spaces used by the Upper School would be located in the Multipurpose Facility's Upper School gym with seating for 650, which would require 130 parking spaces. However, as the building area associated with the Upper School would generate a greater demand for parking, this building area was used to calculate parking requirements for the Project. Section 12.21.A.4.e of the LAMC, which sets forth the parking requirements for private high schools and middle schools, at~~

~~least one automobile parking space for each five seats contained within any theatre, church, high school, college or university auditorium, or general auditorium, stadium or other similar place of assembly shall be provided. Where there are no fixed seats in the auditorium or place of assembly, there shall be one parking space for each 35 square feet of floor area (exclusive of stage) contained therein.~~

The Project proposes 71 classrooms that would be shared between the Upper School and Middle School. While there is no clear separation between the Upper School and Middle School, upon completion of the Project, approximately 60 percent of students are expected to be Upper School students while the remaining 40 percent of the students are expected to be Middle School students. Thus, using these same percentages, of the 71 classrooms associated with the Project, approximately 28 of the classrooms or 40 percent would be Middle School classrooms that would require 28 parking spaces (1 per classroom). In addition, assuming that 60 percent of the ~~159,937-150,262~~ square feet of total building area would be devoted to Upper School uses results in approximately ~~95,962-90,157~~ square feet primarily used for the Upper School. Using the calculation of 1 parking space per 500 square feet set forth in the Bulletin, the Upper School would result in a requirement for ~~192-180~~ parking spaces. Thus, based on the Bulletin, the total number of parking spaces required upon completion of the Project would be ~~220-208~~ parking spaces. As discussed below, the proposed parking structure provides 185 parking spaces, which, with attendant assisted parking, would be expandable to 251 parking spaces. Thus, the City's parking requirements would be satisfied.

(ii) Parking Demand

Parking demand for the Project was also estimated using assumptions regarding student and employee travel modes of transportation and arrival and departure patterns. These assumptions were used to develop a parking accumulation model during the course of a non-event day and during event days in the afternoon and evening. Based on this model, it was determined that a total peak parking demand of ~~153-143~~ parking spaces at ~~12:00 P.M.~~ would be required for the Project during the course of a non-event day. ~~On weekday event days with up to 300 attendees with arrivals between 3:00 P.M. and 4:00 P.M., and on 300 attendee event days with arrivals between 6:00 P.M. and 7:00 P.M., a peak parking demand of 272 spaces at 4:00 P.M. would be required. On weekday event days with a 300 attendee event with arrivals between 3:00 P.M. and 4:00 P.M., and on event days with up to 650 attendee~~

~~events with arrivals between 6:00 P.M. and 7:00 P.M., a peak parking demand of 434 spaces at 7:00 P.M. would be required. On weekdays with an Interscholastic Athletic Competition or School Functions,⁵ the estimated peak parking demand at 4:00 P.M. is 135 parking spaces, and the estimated peak parking demand for an evening School Function is 148 parking spaces. A peak parking demand of up to 434 spaces was estimated for the events with up to 650 attendees, which are proposed to occur after 7:00 P.M. Monday through Friday or on Saturday.~~

~~**Accordingly, the** The Project would provide approximately 185 parking spaces. The on-site parking may be expanded to accommodate a total of 251 parking spaces when necessary with use of attendant assisted parking. For the few events when on-site parking is not sufficient, parking may be provided off-site.~~

~~As part of the Project, parking is proposed in a new, approximately 96,000 square foot underground parking structure, which is proposed to provide a total of 212 parking spaces, expandable to 282 spaces with the use of attendant assisted parking. Based on the proposed parking, the Project would be able to adequately serve its estimated parking demand under non-event day conditions with a peak demand of 153 spaces. Under the event day scenario with a 300-attendee event with arrivals between the hours of 3:00 P.M. and 4:00 P.M. and then another 300 attendee event with arrivals between 6:00 P.M. and 7:00 P.M., the Project would be able to adequately serve its estimated parking demand with the use of attendant assisted parking, with a peak demand of 272 spaces and an expanded supply of 282 spaces. Under the large event day scenario with 300-attendee event with arrivals between the hours of 3:00 P.M. and 4:00 P.M. and then another 650-attendee event with arrivals between 6:00 P.M. and 7:00 P.M., the Project would not be able to meet its parking demand of 433 spaces onsite, requiring that approximately 151 cars be parked offsite. The expanded onsite supply of 282 spaces would support events of up to 423 attendees on weeknights (assuming 1.5 persons per vehicle) and up to 564 attendees on weekends (assuming 2.0 persons per vehicle). In addition, as part of the Project Design Feature K-7, included above, Archer would develop an Event Parking and Transportation Management Plan that shall be employed for **the** Interscholastic Athletic Competitions and/or School Functions—**that**~~

⁵ As described in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, larger events that are held infrequently and are existing events, such as graduation, are not included in the event day analysis.

~~infrequently require more than 212 185 parking spaces.~~ The Event Parking and Transportation Management Plan shall include appropriate tools to manage and control traffic and parking for ~~large~~ events. ~~These events are infrequent in nature and occur occasionally during the year.~~ ~~Therefore, the~~ The Project would provide sufficient number of parking spaces to serve the estimated parking demand during a non-event day and during the analyzed event day scenarios, and Project impacts with regard to parking would be less than significant.

Volume 1, Section II, Corrections and Additions to the Draft EIR, page II-50, further revise Project Design Feature K-7 as follows:

Project Design Feature K-7: ~~Archer~~ The Applicant shall develop an Event Parking and Transportation Management Plan that shall be employed for ~~the all~~ Interscholastic Athletic Competitions and/or School Functions ~~that infrequently require more than 212 parking spaces.~~ The Event Parking and Transportation Management Plan shall include appropriate tools to manage and control traffic and parking for ~~large~~ 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 ~~issuance of a certificate of occupancy for the Multipurpose Facility~~ the first Interscholastic Athletic Competition or School Function that occurs on the proposed athletic field, Court of Leaders, Arts Plaza, Multipurpose Facility, Performing Arts Center, **Aquatics Center**, or Visual Arts Center.

The above additional modifications to project design features and mitigation measures have been incorporated in the revised Mitigation Monitoring and Reporting Program appended to this Errata.

Appendix L

Volume 4, Appendix L, Water Resources Technical Report, add Appendix L-3, Updated Infiltration System Memorandum, which is appended to this Errata.

Appendix P

Volume 6 to Volume 8, Appendix P, Transportation Analysis Report, add Appendix P-5, Traffic Analysis of Removal of Aquatics Center, which is appended to this Errata.

D. Effect of Corrections and Additions

This Errata documents additional changes to the Draft EIR and Final EIR. As demonstrated by the following discussion, the modifications to the Draft EIR and Final EIR do not result in new significant impacts and do not warrant recirculation of the Draft EIR or Final 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 merely clarifies, amplifies, or makes insignificant changes to the information that has already been presented in the Draft EIR and Final EIR. In addition, the modifications to the Draft EIR and Final EIR are not significant because the Draft EIR and Final EIR are not changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project. As described below, the clarifications to the Draft EIR and Final EIR, including the additional refinement to remove the Aquatics Center, would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the Draft EIR or Final EIR. Overall, the removal of the Aquatics Center would reduce the environmental impacts of the Project set forth in the Draft EIR and Final EIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met, and recirculation is not required.

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

As set forth above, the Project has been further refined to eliminate the Aquatics Center. With removal of the Aquatics Center, the Residential Portion of the Barrington Parcel would be maintained as a residential parcel. In addition, as shown in Revised Figure IV.A-15 on page 5 and Revised Figure IV.A-16 on page 6, landscaping would be provided along the southern and eastern perimeter of the Campus Portion of the Barrington Parcel to shield the Visual Arts Center from view along Barrington Avenue. Specifically,

the Campus Portion of the Barrington Parcel would include a 25-foot wide landscaped rear yard with a continuous row of trees between the Visual Arts Center and the apartment building to the south on Barrington Avenue and a 15-foot wide landscaped side yard with a continuous row of trees and planter wall along the eastern property line between the Visual Arts Center and the Residential Portion of the Barrington Parcel. Based on the overall total reduction in square footage and the resulting reduction in the massing, width, and length of the Project, impacts to aesthetics/visual quality, views, light/glare, and shading would be reduced relative to the impacts evaluated in the Draft EIR and Final EIR. Thus, no new aesthetic/visual quality, views, light/glare, and shading impacts would result and impacts would continue to be less than significant.

Air Quality

The reduction in square footage resulting from the removal of the Aquatics Center would slightly reduce the overall construction timeframe for the Project; however, peak day construction activities would not change. As the analysis of construction impacts is based on a peak day, no changes to the air quality impact conclusions set forth in the Final EIR would result. Thus, construction-related air quality impacts associated with regional and localized emissions would continue to be less than significant with mitigation. With the reduction in square footage from removal of the Aquatics Center, impacts related to toxic air contaminants and odors during construction would be reduced and would continue to be less than significant.

With regard to operational impacts associated with regional emissions, the removal of the Aquatics Center would result in a decrease in stationary emissions due to a reduction in building square footage and a decrease in mobile emissions associated with vehicular traffic due to a reduction in the number of athletic activities associated with the Aquatics Center. Localized impacts associated with CO concentrations at nearby intersections would also be reduced due to a reduction in vehicular traffic. Similarly, operational impacts related to toxic air contaminants and odors would be reduced. Thus, operational Project impacts associated with regional emissions, local CO concentrations and toxic air contaminants would be reduced and would continue to be less than significant.

Greenhouse Gas Emissions

The proposed additional refinements to the Project, including the reduction in overall square footage from removal of the Aquatics Center and the operational Project refinements, would serve to reduce greenhouse gas emissions. Thus, no new greenhouse

gas emission impacts would result and greenhouse gas emission impacts would continue to be less than significant.

Cultural Resources

The removal of the Aquatics Center would reduce the geographic area to be developed and the associated approximate amount of grading and depth of grading within the Barrington Parcel. The proposed mitigation measures set forth in the Draft EIR and Final EIR would also continue to be implemented. Therefore, impacts to cultural resources would be reduced and would continue to be less than significant with mitigation.

Geology and Soils

The removal of the Aquatics Center would reduce the geographic area to be developed and the associated approximate amount of grading and depth of grading within the Barrington Parcel. The proposed mitigation measures set forth in the Draft EIR and Final EIR would also continue to be implemented. Therefore, impacts regarding geology and soils would be reduced and would continue to be less than significant with mitigation.

Hazards and Hazardous Materials

The removal of the Aquatics Center would not change the general type of use proposed by the Project; however, the Project's overall square footage would be reduced and any potential hazards and hazardous materials associated with pool maintenance would be removed from the Project Site. In addition, the proposed mitigation measures set forth in the Draft EIR and Final EIR would continue to be implemented. Therefore, impacts associated with hazards and hazardous materials would be reduced and would continue to be less than significant with mitigation.

Hydrology, Surface Water Quality, and Groundwater

The text changes proposed to Section IV.G, Hydrology, Surface Water Quality, and Groundwater, of the Draft EIR clarify the location of the proposed infiltration system. As discussed, the proposed infiltration system would continue to be accommodated within the Project Site. In addition, with the removal of the Aquatics Center, the overall Project square footage would be reduced. Therefore, the amount of pervious area, which would allow for the natural infiltration of stormwater within the Barrington Parcel, would increase compared to the Project but would remain similar to existing conditions. The Project would also continue to comply with applicable regulatory requirements regarding the management of pollutants in stormwater. Thus, no new impacts to surface water hydrology, surface

water quality, and groundwater hydrology and water quality would result and impacts to surface water hydrology, surface water quality, and groundwater hydrology and water quality would continue to be less than significant.

Land Use

The proposed refinement to remove the Aquatics Center would preserve the Residential Portion of the Barrington Parcel. To maintain the Residential Portion of the Barrington Parcel, as part of the Project approvals, a Lot Line Adjustment to align the eastern lot line of the Chaparral Parcel and the Campus Portion of the Barrington Parcel may be required. The removal of the Aquatics Center would further reduce the overall building square footage and the associated massing, width, and length of the Project along Barrington Avenue. As such, the overall impacts of the Project with regard to consistency with applicable policies and impacts associated with land use compatibility would be reduced and would continue to be less than significant.

Noise

Regarding construction, with the removal of the Aquatics Center, the overall square footage to be developed would be reduced. However, the peak day construction activities would not change. Thus, as set forth in the Draft EIR, construction-related noise impacts would continue to be significant and unavoidable.

With regard to operational noise, the removal of the Aquatics Center would eliminate the noise impacts associated with use of the Aquatics Center. Other noise impacts, including from outdoor athletic activities, would remain as discussed in the Final EIR.

Public Services—Fire Protection and Police Protection

With the removal of the Aquatics Center, the overall Project square footage and the number of athletic activities would be reduced. As a result, the demand for fire protection and police protection services would be reduced. Therefore, impacts associated with fire protection and police protection would be reduced and would continue to be less than significant.

Traffic, Access, and Parking

An evaluation of the potential changes to the traffic analysis included in the Draft EIR and Final EIR as a result of the removal of the Aquatics Center was prepared by Fehr

& Peers. As provided above, this analysis has been added as Appendix P-5 to Appendix P, Transportation Analysis Report, of the Draft EIR and is appended to this Errata. As discussed therein, the Project would continue to use the Barrington Parcel for construction access and staging during construction. Therefore, potential impacts along Barrington Avenue associated with construction access and staging discussed in the Draft EIR and Final EIR would not change. As such, traffic impacts during construction would remain significant and unavoidable. However, it is noted that with the removal of the Aquatics Center, the amount of construction activity that would occur during construction of the Project would be reduced. Therefore, with the removal of the Aquatics Center, traffic impacts during construction could occur for a shorter duration than identified in the Draft EIR and the Final EIR.

With regard to operational traffic impacts, as evaluated in the Final EIR, with implementation of the mitigation measures presented in the Draft EIR and Final EIR, all Project traffic impacts would be reduced to below a level of significance. With removal of the Aquatics Center, the traffic accessing the campus for swim and water polo competitions would be eliminated. Therefore, operational traffic impacts would be further reduced and would continue to be less than significant. Likewise, traffic impacts to Congestion Management Program facilities, neighborhood intrusion, and access and circulation would continue to be less than significant. In addition, the number of parking spaces proposed for the Project would continue to comply with Los Angeles Municipal Code requirements, and, as such, parking impacts would also continue to be less than significant.

Utilities—Water Supply and Wastewater

With the removal of the Aquatics Center, the overall Project square footage and the number of athletic activities would be reduced. As a result, the water demand and wastewater generation of the Project would be reduced relative to that set forth in the Draft EIR. Therefore, impacts associated with water supply and wastewater would be reduced and would continue to be less than significant.

Conclusion

Based on the above, the Project would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the Draft EIR or Final EIR. In addition, the corrections and additions to the Draft EIR and Final EIR merely clarify, amplify or make insignificant refinements to the information that has already been presented in the Draft EIR and Final EIR. Overall, the removal of the Aquatics Center would reduce the Project's impacts set forth in the Draft EIR and Final EIR. Thus, recirculation of the Draft EIR and Final EIR is not required.

IV. Revised Mitigation Monitoring and Reporting Program



IV. Revised Mitigation Monitoring and Reporting Program

1. Introduction

The California Environmental Quality Act (CEQA) requires a Mitigation Monitoring and Reporting Program (MMRP) for projects where mitigation measures are a condition of their approval and development. An Environmental Impact Report (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. This MMRP is designed to monitor implementation of these project design features and mitigation measures. This MMRP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. This MMRP 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 and reporting on such actions. “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. For this MMRP, the City of Los Angeles is the Lead Agency for the Project.

2. Purpose

It is the intent of this MMRP 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 reporting; 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 MMRP 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 mitigation measure has been implemented.

5. Program Modification

After review and approval of the final MMRP by the Lead Agency, minor changes and modifications to the MMRP 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 MMRP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMRP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

6. Mitigation Monitoring and Reporting 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 or 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 Phase 1—Excavation and Grading 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 Phase 1—Excavation and Grading, 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 to 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 School Functions 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.

- **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 Phase 1, the Performing Arts Center, and Phase 2, 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 School Functions. 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 that occurs on the proposed athletic field, Court of Leaders, Arts Plaza, Multipurpose Facility, Performing Arts Center, or Visual Arts Center.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-operation
- **Monitoring Frequency:** Once, for approval of the Plan
- **Action(s) Indicating Compliance:** Written verification of approval by Los Angeles Department of Transportation prior to the issuance of the Certificate of Occupancy

(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 School Functions 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 School

Functions 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 School Functions 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 School Functions 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 School Functions 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 School Functions 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.

Appendices



Appendix L-3



Updated Infiltration System Memorandum



6080 Center Drive, Suite 700
Los Angeles, CA 90045
(310) 665-2800 **Civil Fax (310) 665-9075**

DATE: November 17, 2014
TO: Laura Rodriguez, Matrix Environmental
FROM: Kyle Trudeau
SUBJECT: The Archer School for Girls – Stormwater Infiltration Revision

KPFF prepared the Water Resources Technical Report included in Appendix L of the Draft EIR for the Archer Forward: Campus Preservation and Improvement Plan. The Draft EIR included two (2) infiltration areas for treatment of stormwater runoff for the Project Site. The two areas proposed for infiltration included the front lawn of the Archer campus along Sunset Boulevard and the Barrington Parcel frontage along Barrington Avenue.

We understand that the Project has been refined to remove the proposed Aquatics Center and maintain the Residential Portion of the Barrington Parcel along Barrington Avenue. With the proposed refinements to remove the Aquatics Center and maintain the Residential Portion of the Barrington Parcel, the stormwater runoff previously proposed to be directed to the Barrington Parcel infiltration treatment system would be directed to the infiltration system proposed beneath the front lawn of the Archer campus. To determine the new size of the infiltration system proposed for the front lawn, the five-step process outlined in the LID Manual was used.¹ This five-step process includes calculating the design volume of the infiltration system, determining the design infiltration rate, calculating the BMP surface area, calculating the total storage volume, and calculating the media storage depth. Based on the process outlined in the LID Manual, the new total volume needed to be infiltrated within the Project Site and the respective size of the infiltration system within the Project Site would be 15,940 cubic feet. As discussed in the Draft EIR, the total storage volume previously needed was 16,886 cubic feet, which was proposed to be met by a 14,430 cubic feet infiltration system under the front lawn of the Archer campus and a 2,456 cubic feet infiltration system in the Barrington Parcel. The infiltration system within the front lawn would be upsized to accommodate the additional total volume of 15,940 cubic feet. There would be sufficient space available in the front lawn of the Archer campus to accommodate the upsized infiltration system.

¹ The "LID Manual" refers to the *Development Best Management Practices Handbook, Part B Planning Activities, 4th Edition*, which was adopted by the City of Los Angeles, Board of Public Works on July 1, 2011, to reflect Low Impact Development requirements that took effect May 12, 2012.

Appendix P-5



Traffic Analysis of Removal of Aquatics Center



MEMORANDUM

Date: November 26, 2014

To: Stephanie Eyestone-Jones, Matrix Environmental

From: Tom Gaul, Fehr & Peers

Subject: *Archer Forward: Campus Preservation and Improvement Plan -- Traffic Analysis of Removal of Aquatics Center Maintaining Residential Portion of Barrington Parcel*

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.

Subsequent to release of the Final EIR, the Project has been refined to remove the proposed Aquatics Center and maintain the Residential Portion of the Barrington Parcel. The purpose of this memorandum is to discuss the implications of these refinements on the Traffic Study analyses and conclusions presented in the Draft EIR and the Final EIR.

SUMMARY OF PROJECT CHANGE

The Project as analyzed in the Draft EIR included a proposed Performing Arts Center to be constructed on the Barrington Parcel and a Visual Arts Center and Aquatics Center on the Chaparal Parcel. As described in Section II, Project Description, of the Draft EIR, primary access to the Project Site would continue to be from Sunset Boulevard. Service and delivery vehicles also would continue to access the Archer campus primarily from Sunset Boulevard. Barrington Avenue may also be used for limited campus deliveries and services, including the trash enclosure at the rear of the Performing Arts Center. Barrington Avenue would also be used for emergency access. Furthermore, access along Chaparal Street would be maintained and would be used for emergency vehicle access, service and delivery vehicle access to the Multipurpose Facility, Visual Arts Center, and Aquatics Center. The Barrington Parcel was proposed for construction access and staging during Project construction.

As described in the Final EIR, regarding the proposed locations of Project buildings, the Performing Arts Center would be relocated to the Chaparal Parcel, and the Aquatics Center and Visual Arts Center would be relocated to the Barrington Parcel. As described in the Final EIR, primary access to the Project Site would continue to be from Sunset Boulevard. Service and delivery vehicles also would continue to access the Archer campus primarily from Sunset Boulevard. Barrington Avenue may also be used for limited campus deliveries and services, including the trash enclosure at the rear of the Aquatics Center. Barrington



Avenue would also be used for emergency access. Furthermore, access along Chaparal Street would be maintained and would be used for emergency vehicle access, service and delivery vehicle access to the Multipurpose Facility, Performing Arts Center, and Visual Arts Center. The Barrington Parcel was proposed for construction access and staging during Project construction.

As part of [Errata No. 1 to the Final EIR], the Project is being further refined to remove the proposed Aquatics Center from the Project. The Residential Portion of the Barrington Parcel would remain as a residential parcel. Barrington Avenue would no longer be used for limited campus deliveries and services as no driveway would be provided on Barrington Avenue for use by the School. Primary access to the Project Site would continue to be from Sunset Boulevard. Service and delivery vehicles also would continue to access the Archer campus primarily from Sunset Boulevard. Access along Chaparal Street would be maintained and would be used for emergency vehicle access, and limited service and delivery vehicle access to the Multipurpose Facility, Performing Arts Center, and Visual Arts Center, including the trash enclosure at the rear of the Performing Arts Center. The Residential Portion of the Barrington Parcel would continue to be proposed for construction access and staging during Project construction.

PROJECT CONSTRUCTION

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. With regard to access, as with the Project as evaluated in the Draft EIR and Final EIR, the Barrington Parcel is proposed for construction access and staging during Project construction. Construction of the Project under the reduced construction schedule would primarily be contained within the boundaries of the Project Site and would not affect the adjacent street system beyond the traffic impacts discussed above. Also similar to the Project as evaluated in the Draft EIR and Final EIR, the use of the Residential Portion of the Barrington Parcel for Project construction access and staging may result in temporary sidewalk closures to accommodate truck traffic or construction within the Campus Portion of the Barrington Parcel. However, with implementation of the Mitigation Measures K-4 through K-12 of Section IV.K, Traffic, Access, and Parking, such temporary adverse impacts to access and circulation would be reduced to a less-than-significant level.

Removal of the Aquatics Center from the Project would reduce the amount of construction activity that would occur during Project Construction. There would be no new significant environmental impacts to traffic or increases in the severity of any of the significant environmental impacts identified in the Draft EIR. Rather, with the removal of the Aquatics Center, traffic impacts could occur for a shorter period of time than identified in the Draft EIR and the Final EIR.

PROJECT OPERATIONS

Archer's swim teams currently practice and host Interscholastic Athletic Competitions off-site. The Project proposed an Aquatics Center on Archer's campus so that Archer's swim and water polo teams could practice and host Competitions on campus. As evaluated in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, and as discussed in Topical Response No. 5, Additional Mitigation Measures to Eliminate Significant Traffic Impacts, of the Final EIR, with implementation of the mitigation measures presented in the Draft EIR and Final EIR, all Project traffic impacts would be reduced to below significance. Removal of the Aquatics Center from the Project would reduce traffic coming to campus for swim and water polo Competitions and would not result in new significant environmental impacts to traffic.



Primary access to the Project Site would continue to be from Sunset Boulevard. Service and delivery vehicles also would continue to access the Archer campus primarily from Sunset Boulevard. Access along Chaparal Street would be maintained and would be used for emergency vehicle access, and limited service and delivery vehicle access to the Multipurpose Facility, Performing Arts Center, and Visual Arts Center, including the trash enclosure at the rear of the Performing Arts Center. Site access is similar to the site access evaluated in Section IV.K, Traffic, Access, and Parking, of the Draft EIR. As such, Project operational access and circulation impacts with the additional mitigation measures in the Final EIR would be less than significant.