

**WEST LOS ANGELES COLLEGE
WEST LOS ANGELES COLLEGE MASTER PLAN UPDATE**

**3RD ADDENDUM
2010 FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT**

State Clearinghouse No. 2004051112

**West Los Angeles College
9000 S. Overland Avenue
Culver City, CA 90230
Amin Salari
310-202-2022**

**Prepared by:
Sirius Environmental**

September 2018

**WEST LOS ANGELES COLLEGE
2013 FACILITIES MASTER PLAN UPDATE
3RD ADDENDUM TO THE 2010 FINAL SEIR**

TABLE OF CONTENTS

	Page
1.0 INTRODUCTION.....	1
1.1 Purpose of Addendum.....	1
1.2 Regulatory Background.....	2
1.3 Incorporation by Reference.....	3
1.4 Summary of Effects.....	4
2.0 PROPOSED REVISIONS TO MITIGATION MEASURES.....	5
2.1 Background/Location.....	5
2.2 West Los Angeles College Facilities Master Plan (2005, 2010, 2013, 2015).....	5
2.3 Purpose of the WLAC Master Plan.....	9
2.4 Proposed Changes to Master Plan and Mitigation Measures.....	10
2.5 Discretionary Approvals.....	12
2.6 Schedule.....	12
3.0 ENVIRONMENTAL ANALYSIS.....	13
3.1 Impact Analysis Overview.....	13
3.2 Noise Analysis.....	13
4.0 CONCLUSION.....	16
5.0 LIST OF PREPARERS.....	17
APPENDIX A: Noise Analysis	

TABLE

	Page
2-1 WLAC Buildings Existing and Proposed.....	6

FIGURE

	Page
2-1 2013 Master Plan Update.....	8

1.0 INTRODUCTION/PURPOSE OF ADDENDUM

1.2 Purpose of Addendum

The purpose of this Addendum is to evaluate revisions to noise mitigation measures for the final stages of buildout of the 2013 WLAC Facilities Master Plan. While the Facilities Master Plan may be further updated as a result of additional available funding (Measure CC adopted in 2016 allows for LACCD to issue \$3.3 billion in general obligation bonds) for LACCD facilities, such additional planning and any additional proposed buildings will require further evaluation.

A Facilities Master Plan was approved in 2005 (2005 Master Plan) and subsequently amended in 2010 (2010 Master Plan). An EIR was prepared and certified in 2005 (2005 FEIR) and a Supplemental EIR was prepared and certified in 2010 (2010 SEIR). The 2005 FEIR was certified (and the 2005 Master Plan approved) by the Los Angeles Community College District (LACCD) Board of Trustees in January 2005. In November 2008, voters approved Measure J, which included \$3.5 billion in bonds to upgrade facilities at the nine Los Angeles Community College District campuses. These additional funds allowed a number of previously unfunded facilities/buildings in the College's 2005 Master Plan to move forward. These bond funds also provided the College an opportunity to make additional minor revisions to the proposed physical improvements. The resultant changes to the 2005 Master Plan were approved in the 2010 Master Plan. The 2010 SEIR was prepared to address these changes.

After preparation of the 2010 SEIR a number of conditions changed. State Budget constraints reduced the number of students enrolled at State Colleges, including WLAC. With fewer students, the demand for student classrooms at WLAC was reduced compared to what was analyzed in 2010. In addition, the funding available for WLAC was reduced. Therefore, an Amendment to the 2010 WLAC Master Plan was proposed (2013 Master Plan) and the 1st Addendum to the 2010 Supplemental EIR was prepared to address those changes (2014 Addendum). Generally, the 2013 Master Plan included reductions in size of components, and/or elimination of all of the major components included in the 2010 Master Plan. In addition to changes to the Master Plan, changes were proposed to the location of construction staging. The LACCD Board of Trustees approved the 2013 Master Plan Amendment (including proposed changes to staging areas) in January 2014.

Organizational changes extended the timeframe for implementing the 2013 Master Plan. At the time the 2013 Master Plan was approved (January 2014), it was anticipated that all Master Plan construction would be completed in 2016. In 2015 it was anticipated that the 2013 Master Plan would be completed in 2018. Also, in 2015 a few minor changes were made to the Master Plan (2013 Master Plan Amendment). The 2nd Addendum (2015 Addendum) documented the minor changes identified in the 2013 Master Plan Amendment including removal of the 10100 Jefferson Boulevard property from the Master Plan (excluding College Boulevard).

Since that time further delays in permitting the remaining buildings have occurred such that remaining construction is now anticipated to begin in 2018 and be completed in 2020.

In 2018, remaining construction is planned to be interior to the campus, substantially distant from adjacent residential uses. Therefore, LACCD proposes to adjust certain temporary noise mitigation measures (see below) to reflect remaining construction and still achieve the same level of noise mitigation. This 3rd Addendum addresses those proposed changes in mitigation measures as well as minor changes to construction projects.

To summarize these proposed changes:

- 1) The temporary noise walls that currently border the campus on the west (Freshman Drive and College Boulevard) and south (Sophomore Drive) are no longer needed to reduce noise from

remaining construction and therefore LACCD proposes to remove these walls and replace them with temporary localized noise walls around individual sites and/or pieces of equipment as appropriate.

- 2) Monitors are no longer needed south of the campus because construction is distant from these sensitive receptors. The four monitoring locations at the Raintree residential complex and the one monitoring location at Lakeside Village would remain active. The three monitoring locations in the Culver Crest neighborhood would no longer be needed because remaining construction is distant from these sensitive receptors (homes). The total number of noise monitors would be reduced from 8 to 5 with one additional monitor to be used as needed upon request by neighbors identifying a potential issue or concern.
- 3) The West Energy Efficiency Project discussed in the 2nd Addendum to the 2010 SEIR is now proposed to be moved to become part of the Technology Learning Center (TLC) construction site and therefore, construction noise associated with that project would be the same as for TLC and therefore that project is not analyzed separately. The Campus Safety Office (in Portable Building C3) is now proposed for removal on completion of TLC.

Section 2 identifies the proposed changes to the mitigation measures.

1.2 Regulatory Background

An Addendum to an EIR is the appropriate tool to evaluate the environmental effects associated with *minor modifications* to previously approved projects. It is only appropriate, however, if these modifications would not result in new or increased significant adverse impacts.

According to Section 15164(a) of the CEQA Guidelines, “the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” Similarly, an addendum may be prepared if only minor technical changes or additions are necessary. A brief explanation of the decision not to prepare a subsequent EIR must also be provided in the addendum, findings or the public record.

Section 15162 of the Guidelines lists the conditions, which would require the preparation of a subsequent EIR or negative declaration rather than an addendum. These include the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but

- the project proponents decline to adopt the mitigation measures or alternative; or
- D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Unlike a subsequent EIR, per Section 15162, a supplement to an EIR may be prepared per Section 15163:

- (a) The Lead or Responsible Agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:
- (1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
 - (2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

Discussion contained within the *CEQA Guidelines*, relevant to Section 15163, more clearly distinguishes the difference between a subsequent and a supplemental EIR:

A supplement to an EIR may be distinguished from a subsequent EIR by the following: a supplement augments a previously certified EIR to the extent necessary to address the conditions described in section 15162 and to examine mitigation and project alternatives accordingly. It is intended to revise the previous EIR through supplementation. A subsequent EIR, in contrast, is a complete EIR which focuses on the conditions described in section 15162.

To address concerns from the City of Culver City, LACCD and the City of Culver City signed a Settlement Agreement (Amendment No. 1 was signed in 2010 in connection with the 2010 SEIR) that included a number of mitigation actions that LACCD agreed to undertake to reduce environmental impacts on Culver City residents. All the mitigation actions identified in the Settlement Agreement as amended would continue to apply.

Section 3.0 below, discusses noise impacts and how proposed changes to mitigation measures would not significantly worsen noise impacts as compared to what was previously analyzed.

The proposed revisions to mitigation measures have been reviewed by LACCD in light of Section 15162 of the *CEQA Guidelines*. LACCD has assessed the proposed changes to mitigation measures identified in the 2010 Final SEIR with respect to how impacts would change. As the CEQA Lead Agency, LACCD has determined that none of the conditions apply that would trigger a Supplemental or Subsequent EIR (see discussion above) and this 3rd Addendum to the certified 2010 Final SEIR has been prepared to document the proposed revisions.

1.3 Incorporation by Reference

The following documents were used in the preparation of this Addendum, and are incorporated herein by reference, consistent with Section 15150 of the *Guidelines*:

- West Los Angeles College, *2005 Final Environmental Impact Report for the West Los Angeles College Facilities Master Plan*, January 2005.
- West Los Angeles College, *West Los Angeles College 2009 Master Plan, Final Supplemental Environmental Impact Report*, including *Errata*, August 11, 2010.

- West Los Angeles College, *Addendum to Final Supplemental Environmental Impact Report, 2013 Modifications, West Los Angeles College Master Plan*, January 15, 2014.
- West Los Angeles College, *2nd Addendum to Final Supplemental Environmental Impact Report, 2013 Master Plan Update, West Los Angeles College Master Plan*, December 2015.

These documents are available for review during regular business hours at WLAC.

1.4 Summary of Effects

Section 3.0 of this Addendum provides an analysis of noise impacts with the proposed changes to mitigation measures as well as the minor changes to the west Energy Efficiency Project and removal of the Campus Safety Office. The analysis indicates that there would not be substantial changes to noise impacts as compared to those previously identified. Upon review of these impacts it was determined that the proposed revisions to mitigation measures would not result in new or substantially more severe significant adverse impacts that were not previously disclosed in the 2010 Final SEIR. Therefore, the changes would not trigger any of the conditions that require the preparation of a Supplemental EIR or Subsequent EIR as outlined in Section 15162 of the *CEQA Guidelines*.

2.0 PROPOSED REVISIONS TO MITIGATION MEASURES

2.1 Background / Location

West Los Angeles College (College or WLAC) is one of the nine campuses of the Los Angeles Community College District (District or LACCD). The College is located within unincorporated Los Angeles County, approximately 11 miles southwest of downtown Los Angeles. The campus is bordered by Culver City to the west, northwest, and south, and the Baldwin Hills oil fields within unincorporated Los Angeles County to the northeast. The City of Los Angeles is located approximately one mile north of the campus. The area east of the project site is also located within unincorporated Los Angeles County. **Figure 2-1** shows the location of the campus.

The College campus occupies approximately 72 acres and is bounded by the following Los Angeles County roads: Freshman Drive to the west; Sophomore Drive to the north and east; and Stocker Street to the south. The street address of the College is 9000 Overland Avenue in the City of Culver City. Sophomore Drive is immediately adjacent to the Baldwin Hills community and the Baldwin Hills oil fields located generally to the east of campus. Currently College-owned streets within the perimeter roads include Albert Vera Drive and B, C, D, E, and F Streets.

The College campus reflects previous master planning efforts dating back to the College opening in 1969. The site is currently developed with educational and administrative buildings, general landscaped areas, parking lots, athletic fields and sports facilities. The College campus buildings range in height from 1 to 5 stories.

Two major freeways are located in the project vicinity and provide regional access to the College. The San Diego Freeway, I-405, is approximately 1.25 miles west of the College and the Santa Monica Freeway (I-10) is approximately 1.6 miles north of the College. Local access to the College campus is provided by Overland Avenue to the south and College Boulevard from Jefferson Boulevard to the north.

The land immediately adjacent to the College includes vacant land, oil drilling, and residential uses. The area surrounding the site is developed to the west, south and north and undeveloped to the east. In the City of Culver City, multi-family residential uses are located immediately west and northwest of the College, while single-family residential uses are located to the south of the College. The Baldwin Hills Oil Fields border the College on the east; the area is undeveloped and contains several dirt roads. Further east are the City of Los Angeles residential communities of Ladera Heights and Baldwin Hills.

2.2 West Los Angeles College Facilities Master Plan (2005, 2010, 2013, 2015)

Table 2-1 compares building areas existing in 2003 (before the current master planning process began), the 2005 Master Plan, the 2010 Master Plan, and the 2013 Master Plan as amended.

Figure 2-1 shows the 2013 Master Plan as amended.

Table 2-1 WLAC Buildings, Existing and Proposed

No.	Building Abbrev.	Function	Existing 2003 ^a (square feet)	2005 FEIR (square feet)	2010 FSEIR (square feet)	2013 MP (square feet)	Schedule
Pre-Master Plan Buildings							
1	A1	ASO Lounge	1,888	0	0	0	Demo. 12/12 – 2/13
2	A2	Storage	360	0	0	0	Demo. 12/12 – 2/13
3	A3	Storage	1,055	0	0	0	Demo. 12/12 – 2/13
4	A4	Offices	2,132	0	0	0	Demo. 12/12 – 2/13
5	A5	ASO Offices	1,848	0	0	0	Demo. 12/12 – 2/13
6	A6	Food Pavilion	2,921	0	0	0	Demo. 12/12 – 2/13
7	A8	Bookstore	7,230	0	0	0	Demo. 12/12 – 2/13
8	A9/A10	ASO/Offices	8,407	0	0	0	To be demolished TBD
9	A12	Offices	7,280	0	0	0	Demo. 12/12 – 2/13
10	A13	Offices	11,189	0	0	0	Demo. 12/12 – 2/13
11	A14	Storage	587	587	0	587	ADA only
12	A15	Facilities	2,990	2,990	0	2,990	ADA only
13	A16	Facilities Shop	10,285	10,285	0	10,285	ADA only
14	ATA	Classroom	26,732	26,732	26,732	26,732	ADA only
15	ATB	Classroom	25,420	25,420	25,420	25,420	ADA only
16	ATC	Airplane Engine Test	2,830	2,830	2,830	2,830	ADA only
17	B1	Offices / Mailroom & Reprographics	8,558	8,558	4,279	0	To be demolished TBD
18	B2	Toilets	1,072	0	0	0	Demolished
19	B3	Math Classroom	1,956	0	0	0	Demolished
20	B4	Offices / Classroom	8,558	8,558	8,558	0	To be demolished. Unfunded.
21	B5	Offices / Classroom	8,558	8,558	8,558	0	To be demolished. Unfunded.
22	B6	Offices	1,800	0	0	0	To be demolished. Unfunded.
23	B7	Restrooms	800	0	0	0	To be demolished. Unfunded.
24	B8	Classroom	4,143	0	0	0	Demolished
25	B9	Classroom	4,147	0	0	0	Demolished
26	B10	Classroom	5,826	0	0	0	Demolished
27	C1	Avengers Lockers	10,722	10,722	10,722	10,722	ADA and HVAC TBD
28	C2	Storage	2,045	2,045	2,045	0	
29	CDC	Child Development	14,073	14,073	14,073	14,073	No proposed work.
30	CE	Offices / Classroom	31,865	31,865	31,865	+1,226 = 33,091	27,850 sf reno. Unfunded TBD
31	CP	Central Plant Phase II	5,066	5,066	5,066	5,066	10/16
32	FA-A	Theater & Exhibition	9,154	9,154	9,154	9,154	No proposed work.
33	FA-B	Instruction	42,215	42,215	42,215	42,215	2,165 sf renovation TBD
34	HLRC	Library	66,190	66,190	66,190	+4,827 (71,017)	16,800 sf reno. TBD
35	PEC - N	PE Men's	19,073	19,073	0	19,073	ADA and HVAC
36	PEC	Physical Education	23,203	23,203	0	23,203	ADA and HVAC
37	PEC - S	PE Women's	15,900	15,900	0	15,900	3,350 sf reno. 8/15 – 9/15
38	PE-BB	Baseball Storage	250	250	0	250	ADA only
39	PE-RR	Baseball Restrooms	214	214	0	214	ADA only
40	PH	Pump House	1,114	1,114	1,114	1,114	No proposed work.
41	SC	Science Center	8,231	8,231	8,231	8,231	6/15 – 12/15 Part 2: TBD
42	WSE	West Side Ext (Bung R7)	1,907	1,907	0	1,907	Demolished; 2/17
Subtotal			409,794	287,100	267,052	324,074	

No.	Building Abbrev.	Function	Existing 2003 ^a (square feet)	2005 FEIR (square feet)	2010 FSEIR (square feet)	2013 MP (square feet)	Schedule
2010 Master Plan Buildings							
1	SPS	South Parking Structure	n/a	1,000 sp	1,132 sp	993 sp, 301,700 sf	Const. 9/07 – 1/09
2	GS	Grandstand	n/a	1,500 sts	1,378 seats	1,378 seats	Const. 5/09 – 5/11
		Restrooms	n/a	4,000	1,700	1,713	
3	SMB	Science & Math	n/a	85,200	86,000	86,316	Const. 2/08 – 2/10
4	SSB	Student Services	n/a	84,400	50,000	56,110	Const. 3/08 – 2/12
5	GC	General Classroom	n/a	46,000	46,000	50,298	Const. 3/08 – 2/12
6	NPS	North Parking Structure	n/a	1,950 sp.	1,458 sp.	0	n/a
7	PFC	Offices	n/a	14,000	9,700	0	n/a
		Facility Workshops	n/a	0	23,900	0	n/a
8	TLC	Teaching Learning Ctr.	n/a	40,000	87,500	0	n/a
9	WC	Watson Ctr. (Media Arts)	n/a	63,900 ^c	60,000 ^c	0	n/a
10	SU	Student Union	n/a	0	12,000	0	n/a
11	AHW	Allied Health & Wellness	n/a	0	141,000	0	n/a
		Baseball	n/a	0	7,500		
		Softball	n/a	0	1,400		
		Restrooms	n/a	0	400		
12	CC	Community Center	n/a	12,000	0	0	n/a
Sub-total^b			0	349,500	527,100	194,437	
Building Analyzed in the 2005 EIR but not built							
1	PE X	Phys. Ed Expansion	0	20,000 ^d	0	0	n/a
2013 Master Plan Buildings							
1	TLC2	TLC 2	0	0	0	41,280	12/18 – 02/20
2	WC2	Watson Center 2	0	0	0	16,000	09/18 – 10/19
3	DS	PE Dance Studio	0	0	0	4,400	Completed 12/16
4	CPN	Central Plant North	0	0	0	4,000	Completed
5	PFW	Plant Fac. Warehouse	0	0	0	7,500	To be completed 06/18
6	FOB	Faculty Office Building	0	0	0	43,000	TBD – unfunded
7	SSA	Student Service Annex	0	0	0	24,000	TBD – unfunded
8	CPAC	Com. Perf. Arts Center	0	0	0	13,000	TBD – unfunded
Subtotal			0	0	0	153,180	
Grand Total			409,794	636,600	794,152	671,691	
Notes:							
^a Existing building GSF has been amended to match the Space Inventory survey completed as part of the 2012-13 WLAC Needs Assessment. If a building was demolished prior to the Space Inventory survey, the GSF total has not been altered.							
^b Subtotal does not include GSF for 'South Parking Structure', 'Grandstand', and 'North Parking Structure'.							
^c Approximately 330 seats in 2005, 345 seats in 2009							
^d Drawn as 20,000 square feet on Master Plan map but area not identified in 2005 FEIR and therefore not included in total							
SOURCE: Turner Construction, 2009, 2010; West Edge Architects and Cumming/gkk works 2013, and LACCD and WLAC 2018							



Figure 2-1
2013 Master Plan

Construction

As discussed in previous Addendums to the 2010 SEIR (2014 and 2015 Addendums), as part of the 2013 Master Plan, a number of construction projects anticipated in the 2010 Master Plan were cancelled or substantially reduced in size and some of the areas previously anticipated to be construction sites are now proposed to be used for construction staging for the remaining construction projects. The 2013 Master Plan Update includes a number of revisions to building locations and a number of renovation projects were not funded and therefore their schedule is uncertain. The West Energy Efficiency Project discussed in the 2nd Addendum to the 2010 SEIR is now proposed to be moved to become part of the TLC construction site and therefore, construction noise associated with that project would be the same as for TLC and therefore that project is not analyzed separately. The Campus Safety Office (in Portable Building C3) is now proposed for removal on completion of TLC; removal of that building would require less than ten working days and would involve limited use of heavy equipment and therefore is not analyzed separately.

Parking

As identified in the previous documents, College-related parking demand is 1 space per 7 students; this rate also takes in to account faculty and staff parking demand. With increased availability and use of transit including expansion of the Exposition Line and other transit enhancements as well as improvements to bicycle lanes in the Los Angeles area anticipated to occur over time, this parking rate is anticipated to drop. Construction worker parking would vary over the construction period. In addition a number of leases result in additional parking demand.

Construction worker parking continues to be anticipated to occur in identified remote parking areas (such as the top floor of the South Parking Structure), where it would not interfere with College parking.

Fall 2014 on-campus enrollment was 8,364 generating a demand for 1,195 spaces from students, faculty and staff. There are currently no on-campus leased uses during weekdays that generate a demand for on-campus spaces, but over time WLAC occasionally allows other users to lease their facilities as space is available (e.g. Toyota). Construction workers could generate a demand for approximately 100 spaces, but they would generally occur in the areas adjacent to construction of Watson and TLC (i.e. Lot 2 and Lot 5). There are currently 2,606 parking spaces available on campus. As construction progresses, surface parking lots would be needed for construction staging resulting in the temporary loss of spaces leaving a minimum of approximately 1,960 spaces. 1,960 spaces would be sufficient for 13,720 on-campus students. Not anticipated, but if needed, any new lease uses would be terminated as needed to ensure sufficient parking for College users and construction workers.

2.3 Purpose of the WLAC Master Plan

The primary purpose of the WLAC Master Plan continues to be to guide the physical development of the College in support of the College Education Master Plan while taking revised student enrollment and projected employees numbers into consideration. As indicated in the 2014 Addendum it is anticipated that full build-out of the College (with an on-campus enrollment of 15,300 students) may not occur until 2036. Any construction projects beyond those described in this 3rd Addendum would require further discretionary approvals and compliance with CEQA.

2.4 Proposed Changes to Master Plan and Mitigation Measures

Building Changes

The West Energy Efficiency Project discussed in the 2nd Addendum to the 2010 SEIR is now proposed to be moved to become part of the TLC construction site and therefore, construction impacts associated with that project would be the same as for TLC and therefore that project is not analyzed separately. The Campus Safety Office (in Portable Building C3) is now proposed for removal on completion of TLC; this change is so minor impacts do not need to be discussed separately.

Mitigation Measure Changes

The mitigation measures to be revised are as follows (new text is underlined; deleted text is shown in ~~strikeout~~):

N-1: All construction activities shall be undertaken in such a manner as to not cause undue or unnecessary disruption to, or interference with, the residents of the surrounding community. (As used in this Section 3.15, the term “construction activities” shall be interpreted in broadest possible sense, and shall include, without limitation, construction, grading or landscaping work, maintenance activities, the delivery of construction materials to the College campus, and the hauling of soil or construction debris away from the campus.) To that end, all appropriate reasonable steps shall be taken to minimize the amount of any noise pollution generated by construction activities and all feasible mitigation measures shall be implemented to protect the community against any potentially harmful effects of such pollution. Without limiting the generality of the foregoing:

- *The College shall employ noise-reducing construction practices to comply with existing applicable local and California noise standards.*
- *Construction activity at or in the vicinity of the College and controlled by the College, shall be limited to the hours of 8:00 a.m. to 6:00 p.m. weekdays and 9:00 am to 4:00 pm Saturdays with construction prohibited Sundays and national holidays. Except limited construction activity shall be permitted between 7:00 a.m. and 8:00 a.m. if all such construction noise-generating activity occurs within the interiors of fully completed building shells (i.e., all exterior walls must already have been completed and roof, windows and doors already have been installed), and provided further that the noise audible outside of the building within which such internal construction is being performed does not exceed Culver City noise standards, and the noise levels do not exceed 55 dBA in multi-family residential areas and 53 dBA in single-family residential areas. On weekdays between 7:00 a.m. and 8:00 a.m., should noise monitors show an increase in noise levels above noise levels described in this measure, and the increase is caused by the College, then construction activities shall be changed to reduce the noise to a level consistent with the requirements of this measure or construction shall be postponed until 8 a.m.*
- *The College may engage in (1) construction activity at all other times to the extent the construction activity is necessary to address unexpected emergencies that threaten life or property, or (2) limited construction activity (anticipated to be confined to concrete pours and associated work) between 6:00 a.m. and 8:00 a.m. provided that a variance is obtained from the LA County Health Officer for any work between 7:00 p.m. and 7:00 a.m., and further provided that at least two weeks advance notice of such limited construction activity is given by the College Project Manager to the City. The College will also post notice of such limited activity on the College web site. The City will distribute this notice, or provide a link to the information on the College web site, to the College web group to be established by the City. Noise impacts from such activity shall be mitigated to the extent feasible through the use of sound blankets, and either disabling back-up beepers to the extent permitted by law and if considered not to decrease safety to the workers and public, or minimizing the use of back up beepers.*
- *All equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.*

- *Appropriate mitigation measures shall be implemented relating to changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, or installing acoustic barriers around stationary construction noise sources or construction sites.*
- *No construction equipment or vehicles operating or traveling on or in the vicinity of the decommissioned temporary haul road or permanent secondary access road (College Boulevard) shall utilize a system that sounds warning beeps when the vehicle backs up; rather the College shall require the use of additional personnel or other means to assure backup safety, in the area of the temporary or permanent secondary access road, with the exception that the College shall comply with California law. [California Code of Regulations Vol. 9, Title 8, Subchapter 4, Construction Safety Orders, Article 10, S Haulage and Earth Moving, Section 1592(a) states: "Every vehicle with a haulage capacity of 2 1/2 cubic yards or more used to haul dirt, rock, concrete, or other construction material shall be equipped with a warning device that operates automatically while the vehicle is backing. The warning sound shall be of such magnitude that it will normally be audible from a distance of 200 feet and will sound immediately on backing."]*
- *Construction noise monitors were installed in residential areas at eight locations around the campus; this number was reduced to six (as a result of theft in 2017). Five monitors (plus one spare to be used upon request of the City/neighbors) is sufficient to monitor construction activities anticipated for the 2018 through 2020 period as proposed activities are central to the campus. Said monitors shall be operated continuously throughout the construction phase. The data from these monitors shall be made available on a the campus web site (wlacnoise.com). Should such data indicate that campus noise creates a noise environment at the stations in excess of applicable noise standards, noise mitigation measures shall be increased until such standards are met.*
- *All construction activity shall be undertaken in total and complete conformity with all laws, rules, and regulations imposed by the City of Culver City on construction activities taking place within its borders.*
- *No construction vehicles shall be permitted, at any time, to stand, park, or stage at any location other than the designated construction staging and parking areas as shown in Figure 3-15 of the Final SEIR (Figure 2-8 of the 2014 Addendum).*
- *Lot 8A (located immediately west of the South parking structure) shall not be used as a construction staging area in connection with any construction activity.*
- *Use of radios on construction sites shall be prohibited to the extent that they can be heard in adjacent residential areas. Graffiti shall be removed promptly from campus areas during construction.*
- *Each construction site shall be organized to minimize backing up that results in excessive beeping.*
- *Construction truck traffic on College Boulevard shall not cause noise levels to increase by more than 3 dBA at the nearby residences. If construction truck traffic causes noise levels to increase by more than 3 dBA, additional mitigation will be applied until this level is met.*

N-2: The College has erected 4,600 linear feet of approximately 20-foot tall noise walls at numerous locations around the campus to reduce construction noise in all residential areas potentially affected by construction noise. ~~These noise walls shall remain in place until all exterior Master Plan construction on the campus is completed.~~ For the 2018 to 2020 period it is not anticipated that these temporary noise walls are needed to reduce noise from construction activities at the remaining interior construction sites on campus; however for construction projects within 400 feet of sensitive receptors, temporary individual barriers (6 feet to 8 feet tall) will be used, as appropriate, at specific construction sites and/or pieces of equipment to interrupt line of sight and ensure that noise levels do not exceed thresholds of significance.

2.5 Discretionary Approvals

LACCD to approve changes to mitigation measures and minor revisions to the West Energy Efficiency Project and Campus Safety Office.

2.6 Schedule

The campus construction is now anticipated to extend through the end of 2020. Any construction projects beyond those described in this 3rd Addendum would require further discretionary approvals and compliance with CEQA.

3.0 ENVIRONMENTAL ANALYSIS

3.1 Impact Analysis Overview

As indicated in the certified Final 2010 SEIR and 2014 Addendum, significant (or potentially significant) impacts were anticipated as a result of the 2010 and 2013 Master Plans in the following issue areas: biological impacts as a result of construction of the secondary access road (substantially completed in 2010); construction air quality and construction noise; and traffic at full occupancy of the campus (which is now anticipated to occur in 2036 due to State budget constraints). The remaining impacts were found to be less than significant with mitigation incorporated or simply less than significant -- no mitigation required.

As discussed below, the proposed changes to noise mitigation measures would result in the same impacts as disclosed in the previous environmental documents. The full analysis of noise impacts is presented in Appendix A to this Addendum.

3.2 Noise Analysis

Thresholds of Significance

The thresholds of significance for noise impacts identified in the 2010 SEIR are:

- existing residential land uses would be exposed to noise exceeding 65 A-weighted sound level (dBA) CNEL and the incremental increase in noise attributed to the project would be perceptible (i.e., greater than 3 dB); or
- construction activity would result in a violation of noise standards specified in Section 9.07.035 of the City of Culver City's Municipal Code during applicable hours.

Current Mitigation Requirements

There are 20-foot-tall temporary noise barriers along Freshman Drive, portions of Stocker Street and the construction access road, in order to reduce construction noise on nearby residents.

College Boulevard was opened in 2014 and includes a six-foot permanent wall between the road and the Raintree complex, reducing the amount of traffic noise that reaches residences.

Until 2017, eight noise monitors recorded noise levels essentially continuously since the start of construction; in 2017, two of these monitors were stolen. Therefore, six have been monitoring noise since that time.

Mobile Source Construction Noise

The project is predicted to include the use of College Boulevard by heavy trucks. During the most active phase (building erection), the peak number of truck trips (ingoing and outgoing) is 10 round trips per day for the Watson Center and 12 round trips per day for the TLC project for a total of 22 round truck trips (44 one-way trips). For purposes of presenting a conservative analysis, 11 one-way truck trips were analyzed during peak hour traffic conditions.

The effect of noise in this worst-case scenario was modeled using the Federal Highway Administration's Traffic Noise Prediction Model (TNM Verison 2.5). Only the effects of permanent structures (walls, buildings) were included. The noise levels at the ground level and second-story windows were used with the modeling software.

The overall noise level generated by traffic on College Boulevard is relatively low due to topography and the effect of the existing sound wall. There are no sensitive receivers where the noise level increase is greater than 1 dBA.

Stationary Source Construction Noise

Noise from construction activities for the proposed structures includes noise from site clearance, grading, excavation, and facility construction. (While the construction equipment is not stationary, for purposes of analysis construction equipment remains in a localized area and behaves as a stationary source.). The 2005 FEIR and 2010 FSEIR noise analyses were based on typical construction equipment used during construction activities. The analysis undertaken for this Addendum uses a similar approach based on the Roadway Construction Noise Model (RCNM) for the equipment expected to be used for the proposed construction activities. The RCNM software includes a database of reference noise levels compiled by the Federal Transit Administration for various type of equipment typically used on construction projects. A standard conservative assumption is that the three loudest pieces of equipment for each phase would operate simultaneously and continuously over at least a 1-hour period for a combined source noise level.

The calculated sound levels assume a direct line of sight and do not include the effect of shielding that would be provided by any intervening structures.

As noted above, CNEL is the metric used to determine the significance of noise impacts. Assuming a full 8-hour shift of construction activity, the effect of construction on the CNEL values for each of the closest receivers (residents) to each construction site would be well below the 3 dBA significance threshold.

The West Energy Efficiency Project is now proposed to become part of the TLC construction site and therefore, construction noise associated with that project would be the same as for TLC and therefore that project is not analyzed separately. The Campus Safety Office (in Portable Building C3) is now proposed for removal on completion of TLC; removal of that building would require less than ten working days and would involve limited use of heavy equipment and therefore is not analyzed separately.

Mobile Source and Stationary Noise Combined

The receiver with the greatest potential to be affected by both mobile source construction noise and stationary source construction noise would experience an increase in CNEL of +0.4 dBA as a result of both sources of noise.

While the significance threshold for noise is not based on Leq (short-term noise), an analysis of short-term noise is provided for informational purposes. Removal of the Campus Safety office (Portable Building C3) may be audible to residents west of Freshman Drive. However, it would be of short duration (less than 10 days), would involve limited use of heavy equipment, and would not be unusual for an urban environment -- less than noise associated with new home construction or some home renovations. Mitigation Measure N-2 has been revised to require individual noise barriers around stationary pieces of equipment and/or to interrupt line of sight as appropriate; such barriers would reduce noise levels by approximately 5 dBA.

Conclusion of Noise Analysis

After all proposed changes, including removing the existing temporary noise walls, the predicted noise levels due to the remaining construction activities would not exceed any of the relevant thresholds.

For the construction activities associated with Watson Center and TLC the distance from sensitive receptors (closest is 650 feet from construction activities) provides the same attenuation for sensitive receptors as

would be provided if construction were to occur along Freshman Drive (as was anticipated for the large Allied Health and Wellness project) and the noise walls were in place. That is, the temporary noise walls provide an attenuation of about 10 dBA to 15 dBA. For stationary sources, noise is attenuated by 6 dBA for each doubling of distance. Noise is calculated at 50 feet for reference purposes; at 100 feet noise is attenuated by -6 dBA, at 200 feet noise is attenuated by -12 dBA; at 400 feet noise is attenuated by -18dBA (i.e. more than the noise wall) and at 800 feet -24 dBA. Thus, construction noise levels at sensitive receptors will be lower under the proposed changes than had construction occurred along Freshman with the temporary noise walls in place.

Further, because construction noise is no longer anticipated along the southern portion of the campus and will generally be confined to the northeast quadrant of the campus, the three noise monitors previously located south of the campus in the Culver Crest neighborhood are no longer needed.

4.0 CONCLUSION

The West Energy Efficiency Project as part of the TLC construction site does not warrant separate analysis because it would be a small component of TLC. The Campus Safety Office (in Portable Building C3) that would be removed is a minor change with no new or substantially more severe significant impacts, thus it also does not warrant separate discussion.

As discussed above, while the proposed changes would affect noise levels, the changes to noise levels in the community would not result in any new or substantially more severe noise impacts than those analyzed in the 2005 FEIR and 2010 SEIR. Furthermore, as construction noise will be confined in the northeast quadrant of the campus with a minor project on the west, noise monitors are no longer warranted south of the campus in the Culver Crest neighborhood. Nevertheless, one monitor will be available in reserve to be located wherever may be requested by the community.

5.0 LIST OF PREPARERS

West Los Angeles College/LACCD

James M. Limbaugh, Ph.D., President
Iris Ingram, VP Administrative Services
Kim Morera, Director of Facilities

Amin Salari, College Project Director
Subhi Murad, CPT – Project Manager
Aundria Armstrong, Relocation Project Manager

Consultant

Sirius Environmental
Wendy Lockwood, Principal
Zack Dennis, Senior Noise Analyst

CEQA Counsel

Wasserman & Wasserman LLP
Gavin Wasserman, Esq.

APPENDIX A
NOISE ANALYSIS

Sirius Environmental

MEMORANDUM

RE: WLAC Construction Noise Analysis; Adjustments to Construction Noise Mitigation Measures

FROM: Zack Dennis, Senior Noise Analyst

DATE: February 28, 2018

Remaining Construction Activities

Construction noise levels were documented in the 2005 FEIR and updated to reflect the 2009 Master Plan in the 2010 SEIR. The remaining construction of buildings under the 2013 Master Plan and subsequent updates is limited to three sites with substantially less activity than in the original analysis. In general, these sites are substantially further distant from sensitive receptors than was previously anticipated and analyzed.

- **Watson Center.** The Watson Center will include soundstages to support the Film Production program, with construction to begin in Spring of 2018 with an expected construction duration of 14-18 months. The construction site would include most of Lot 2, a parking lot above B Street. There is some acoustical shielding between the construction site and sensitive receivers at Raintree and other complexes provided by the existing Aerospace Technology buildings AT-A, AT-B, and AT-C. The most significant noise-generating activities would occur during the site clearing portion which would include pavement removal and excavation.
- **Technology Learning Center.** The Technology Learning Center (TLC) will house Computer Science, Business, Westside Extension, and the Campus Safety Office. The construction site is located at the eastern side of Lot 5, a student parking lot that is accessible via Freshman Drive; construction access will be made available from B Street. The 800 square foot West Energy Efficiency Project will now be constructed adjacent to TLC in Lot 5. There is acoustical shielding between the construction site and many of the sensitive receivers at Raintree provided by the Physical Education building and the Campus Safety Office, but there is a direct line of sight between the construction site and many of the sensitive receivers at Tara Hill and Lakeside Village. The most significant noise-generating activities would occur during the site clearing portion which would include pavement removal and excavation.

- Removal of the Campus Safety Office (Portable Building C3). This building is a portable building and will be removed on completion of TLC; removal of the structure (located at the western edge of Lot 5) will require less than ten days and limited use of heavy equipment and therefore is not analyzed separately.

Thresholds of Significance

The thresholds of significance for the EIR analysis are:

- existing residential land uses would be exposed to noise exceeding 65 A-weighted sound level (dBA) CNEL and the incremental increase in noise attributed to the project would be perceptible (i.e., greater than 3 dB); or
- construction activity would result in a violation of noise standards specified in Section 9.07.035 of the City of Culver City's Municipal Code during applicable hours.

Current Mitigation Requirements

There are 20-foot-tall temporary noise barriers along Freshman Drive, portions of Stocker Street and the construction access road, in order to reduce construction noise on nearby residents.

College Boulevard was opened in 2014 and includes a six-foot wall between the road and the Raintree complex, reducing the amount of traffic noise that reaches residences.

Until 2017, eight noise monitors recorded noise levels essentially continuously since the start of construction; in 2017 two of these monitors were stolen. Therefore, six have been monitoring noise since that time.

Mobile Source Construction Noise

The project is predicted to include the use of College Boulevard by heavy trucks at times. During the most active phase (building erection), the peak number of truck trips (ingoing and outgoing) is 10 round trips per day for the Watson Center and 12 round trips per day for the TLC/Energy Efficiency project for a total of 22 round truck trips (44 one-way trips). For purposes of presenting a conservative analysis, 11 one-way truck trips were analyzed during peak hour traffic conditions.

The effect of noise in this worst-case scenario was modeled using the Federal Highway Administration's Traffic Noise Prediction Model (TNM Verison 2.5). Only the effects of permanent structures (walls, buildings) were included. The noise levels at the ground level and

second-story windows were used with the modeling software. The following assumptions were used in the model:

- Ambient noise levels on the ground floor of residential receptors are 1 dBA lower than at upper stories. This is because local structures provide some shielding from distance noise sources (airplanes, freeway traffic on I-405) and this effect is slightly greater at ground level.
- Based on the original traffic study¹, College Boulevard was anticipated to carry a total of 517 cars per hour in the southbound direction (inbound) and a total of 50 cars per hour in the northbound direction (outbound) during the peak traffic hour of 9 a.m. The low proportion of traffic in the outbound direction is due to inbound traffic arriving to coincide with the start of classes while outbound traffic is more evenly distributed throughout the day. The estimated speed of inbound and outbound traffic is 35 mph.
- Ten buses are anticipated to travel in each direction on College Boulevard at the peak traffic hour at a speed of 25 mph.
- Five medium trucks will travel in each direction on College Boulevard at the peak traffic hour at a speed of 30 mph. A medium truck is defined as a vehicle with two axles and six wheels designed for transportation of cargo, generally with a gross weight of less than 26,500 lbs.
- In the ambient condition, two heavy trucks will travel in each direction on College Boulevard at the peak traffic hour with a speed of 25 mph. All vehicles with three or more axles and a gross weight of greater than 26,500 lbs are considered to be heavy trucks. In the build condition, the number of inbound heavy trucks will increase by 11 to a total of 13.
- Construction access to Watson, TLC and the West Energy Efficiency project sites will be from B Street.

The modeled receivers for mobile noise sources (trucks) during construction are shown below in **Figure A-1** below.

¹ Katz, Okitsu and Associates for the WLAC Master Plan Environmental Impact Report (EIR) published in 2003

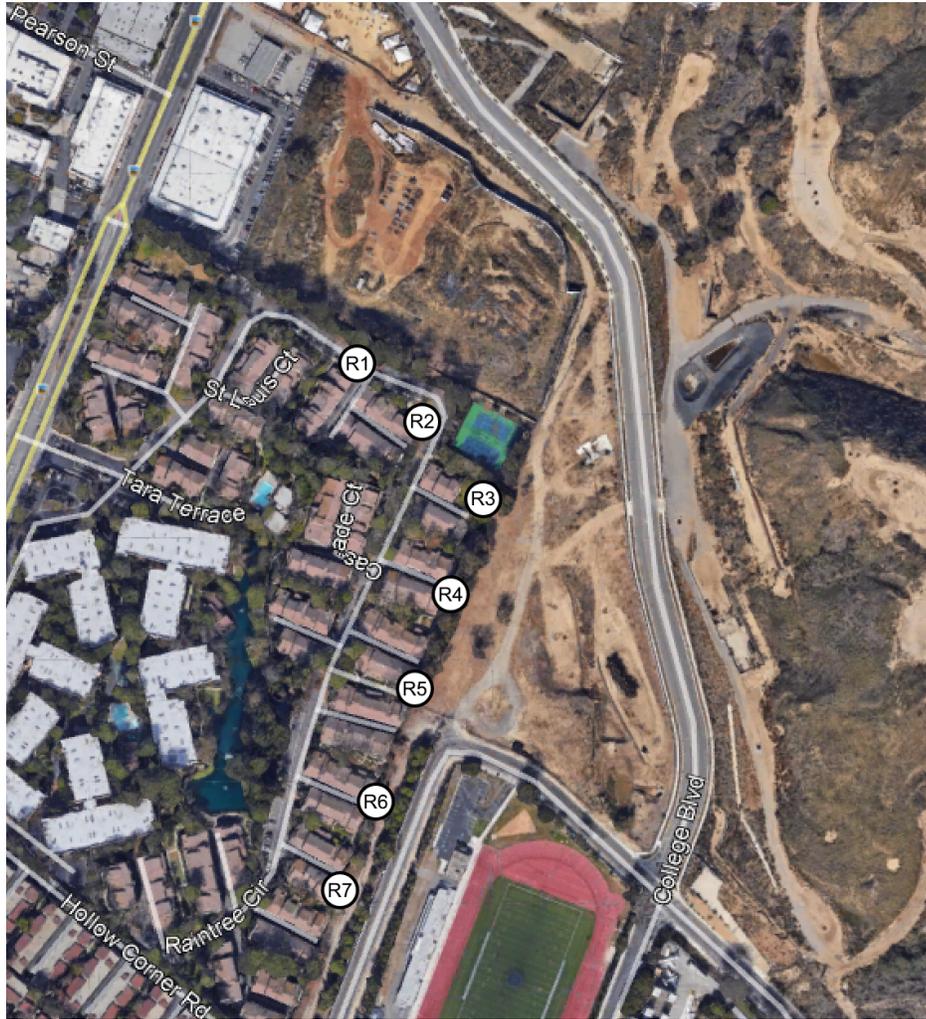


Figure A-1
Modeled Receivers for Mobile Noise Sources (Trucks) During Construction

Model Results Construction Mobile Source (Truck) Noise

The traffic noise levels for ambient conditions and for the conservative-case project scenario (simultaneous construction of TLC and Watson) are summarized in **Table A-1** below. The overall noise level generated by traffic on College Boulevard is relatively low due to topography and the effect of the existing sound wall. There are no sensitive receivers where the noise level increase would be greater than 1 dBA.

Table A-1: Conservative Mobile Source Construction Noise Levels During Peak Traffic Hour -- Effect on CNEL			
Receiver	Pre-Construction Ambient Noise Level (dBA)	Peak Hour Project Noise Level (dBA)	Conservative Increase (dBA)
Ground Floor			
R1	49.5	50.0	+0.5
R2	49.7	50.2	+0.5
R3	51.0	51.7	+0.7
R4	50.8	51.3	+0.5
R5	48.8	49.3	+0.5
R6	47.5	47.8	+0.3
R7	47.4	47.5	+0.2
Upper Stories			
R1B	51.0	51.7	+0.8
R2B	51.0	51.8	+0.8
R3B	52.2	52.8	+0.6
R4B	52.0	52.5	+0.5
R5B	50.1	50.5	+0.4
R6B	48.8	49.1	+0.3
R7B	48.6	48.8	+0.2

Stationary Source Construction Noise

Noise from construction activities for the proposed structures includes noise from site clearance, grading, excavation, and facility construction. (While the construction equipment is not stationary, for purposes of analysis construction equipment remains in a localized area and behaves as a stationary source.). The 2005 FEIR and 2010 FSEIR noise analyses were based on typical construction equipment used during construction activities. This analysis uses a similar approach based on the Roadway Construction Noise Model (RCNM) for the equipment expected to be used for the proposed construction activities. The RCNM software includes a database of reference noise levels compiled by the Federal Transit Administration for various type of equipment typically used on construction projects. A standard conservative assumption is that the three loudest pieces of equipment for each phase would operate simultaneously and continuously over at least a 1-hour period for a combined source noise level.

The construction sites and modeled receivers for construction noise are shown below in **Figure A-2**.



Figure A-2
Modeled Receivers for Stationary Construction Noise

Table A-2 presents estimated sound levels from construction activities at the closest potentially sensitive receiver. The calculated sound levels assume a direct line of sight and do not include the effect of shielding that would be provided by any intervening structures. The default usage percentages provided by RCNM were assumed for each piece of equipment.

Project	Closest Receiver	Closest Distance to Construction Site (ft)	Equipment	Usage %	Cumulative Hourly Leq (dBA)
Watson Center	R8	800	Jackhammer	20	59.6
			Dozer	40	
			Dump Truck	40	
Technology Learning Center	R10	650	Jackhammer	20	61.4
			Dozer	40	
			Dump Truck	40	
			Dozer	40	
			Dump Truck	40	

The pre-construction noise levels shown in Tables A-1, A-3 and A-4 are the measured noise levels before the start of construction activities (prior to the start of any construction and prior to the installation of the temporary sound walls on Freshman, College and Stocker and the permanent sound wall on College).²

As noted above, CNEL is the metric used to determine the significance of noise impacts. Assuming a full 8-hour shift of construction activity, the effect of construction on the CNEL values for each of the closest receivers to each construction site are summarized in **Table A-3** below. As shown in Table A-3, the increase to the CNEL at the representative receivers would be well below the 3 dBA significance threshold.

Project	Closest Receiver	Project Construction Noise – Hourly Leq (dBA)	Pre-Construction CNEL (dBA)	Pre-Construction Plus Project Construction CNEL (dBA)	Increase
Watson Center	R8	59.6	65.0	65.4	+0.4
Technology Learning Center	R10	61.4	66.0	66.5	+0.5

² WLAC Facilities Master Plan 2005 Final EIR. (Noise measurements performed by Giroux and Associates in 2003.)

Combined Mobile Source and Stationary Source Construction Noise

The receiver at R7 is the receiver with the greatest potential to be affected by both mobile source construction noise and stationary source construction noise; the effect of both would cause the CNEL at R7 to increase by +0.4 dBA as a result of both sources of noise, identical to R8 and well below the impact threshold.

Short Term Noise

While the significance threshold for noise is not based on Leq (short-term noise), an analysis of short-term noise is provided for informational purposes. **Table A-4** below provides short-term noise impacts.

Project	Closest Receiver	Project Construction Noise – Hourly Leq (dBA)	Pre-Construction Peak Hour Leq (dBA)	Pre-Construction Plus Project Construction Peak Hour Leq (dBA)	Increase
Watson Center	R8	59.6	62.0	64.0	+2.0
Technology Learning Center	R10	61.4	66.0	67.3	+1.3

Removal of the Campus Safety office (Portable Building C3) may be audible to residents west of Freshman. However, it would be of short duration (less than 10 days), would involve limited use of heavy equipment, and would not be unusual for an urban environment -- less than noise associated with new home construction or some home renovations. Mitigation Measure N-2 has been revised to require individual noise barriers around stationary pieces of equipment and/or to interrupt line of sight as appropriate; such barriers would reduce noise levels by approximately 5 dBA.

Conclusion

Without the existing temporary noise walls the predicted noise levels due to the remaining construction activities would not exceed any of the relevant thresholds.

In addition, for Watson and TLC the distance from sensitive receptors (closest is 650 feet from construction activities) provides the same attenuation for sensitive receptors as would be provided if construction were to occur along Freshman (as was anticipated for the large Allied Health and Wellness project) and the noise walls were in place. That is, the temporary noise walls provide an attenuation of about 10 dBA to 15 dBA. For stationary sources, noise is attenuated by 6 dBA for each doubling of distance. Noise is calculated at 50 feet for reference purposes; at 100 feet noise is attenuated by -6 dBA, at 200 feet noise is attenuated by -12 dBA;

at 400 feet noise is attenuated by -18dBA (i.e. more than the noise wall) and at 800 feet -24 dBA.

Construction noise is no longer anticipated along the southern portion of the site and will generally be confined to the northeast quadrant of the site (with the exception of the small West Energy Efficiency project); therefore, the three noise monitors previously located south of the campus in the Culver Crest neighborhood are no longer needed.

Proposed Changes to Noise Mitigation Measures

LACCD proposes to adjust certain noise mitigation measures to reflect remaining construction activities and still achieve the same level of mitigation as was anticipated for construction previously analyzed and mitigated.

The proposed changes are as follows:

- The temporary noise walls that currently border the campus on the west (Freshman and College) and south (Sophomore) are no longer needed to reduce noise from remaining construction and therefore LACCD proposes to remove these walls and replace them with temporary localized noise walls around individual sites and/or pieces of equipment as needed.
- Monitors are no longer needed south of the campus because construction is distant from these receptors. The four monitoring locations at the Raintree residential complex and the one monitoring location at Lakeside Village would remain active. The three monitoring locations in the Culver Crest neighborhood would no longer be needed. The total number of noise monitors would be reduced from 8 to 5 with one additional monitor to be used upon request by neighbors identifying a potential issue.

The mitigation measures to be revised are as follows (new text is underlined; deleted text is shown in ~~strikeout~~):

***N-1:** All construction activities shall be undertaken in such a manner as to not cause undue or unnecessary disruption to, or interference with, the residents of the surrounding community. (As used in this Section 3.15, the term “construction activities” shall be interpreted in broadest possible sense, and shall include, without limitation, construction, grading or landscaping work, maintenance activities, the delivery of construction materials to the College campus, and the hauling of soil or construction debris away from the campus.) To that end, all appropriate reasonable steps shall be taken to minimize the amount of any noise pollution generated by construction activities and all feasible mitigation measures shall be implemented to protect the community against any potentially harmful effects of such pollution. Without limiting the generality of the foregoing:*

- *The College shall employ noise-reducing construction practices to comply with existing applicable local and California noise standards.*
- *Construction activity at or in the vicinity of the College and controlled by the College, shall be limited to the hours of 8:00 a.m. to 6:00 p.m. weekdays and 9:00 am to 4:00 pm Saturdays with construction prohibited Sundays and national holidays. Except limited construction activity shall be permitted between 7:00 a.m. and 8:00 a.m. if all such construction noise-generating activity occurs within the interiors of fully completed building shells (i.e., all exterior walls must already have been completed and roof, windows and doors already have been installed), and provided further that the noise audible outside of the building within which such internal construction is being performed does not exceed Culver City noise standards, and the noise levels do not exceed 55 dBA in multi-family residential areas and 53 dBA in single-family residential areas. On weekdays between 7:00 a.m. and 8:00 a.m., should noise monitors show an increase in noise levels above noise levels described in this measure, and the increase is caused by the College, then construction activities shall be changed to reduce the noise to a level consistent with the requirements of this measure or construction shall be postponed until 8 a.m.*
- *The College may engage in (1) construction activity at all other times to the extent the construction activity is necessary to address unexpected emergencies that threaten life or property, or (2) limited construction activity (anticipated to be confined to concrete pours and associated work) between 6:00 a.m. and 8:00 a.m. provided that a variance is obtained from the LA County Health Officer for any work between 7:00 p.m. and 7:00 a.m., and further provided that at least two weeks advance notice of such limited construction activity is given by the College Project Manager to the City. The College will also post notice of such limited activity on the College web site. The City will distribute this notice, or provide a link to the information on the College web site, to the College web group to be established by the City. Noise impacts from such activity shall be mitigated to the extent feasible through the use of sound blankets, and either disabling back-up beepers to the extent permitted by law and if considered not to decrease safety to the workers and public, or minimizing the use of back up beepers.*
- *All equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.*
- *Appropriate mitigation measures shall be implemented relating to changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, or installing acoustic barriers around stationary construction noise sources or construction sites.*
- *No construction equipment or vehicles operating or traveling on or in the vicinity of the decommissioned temporary haul road or permanent secondary access road (College Boulevard) shall utilize a system that sounds warning beeps when the vehicle backs up; rather the College shall require the use of additional personnel or other means to assure backup safety, in the area of the temporary or permanent secondary access road, with the exception that the College shall comply with California law. [California Code of*

Regulations Vol. 9, Title 8, Subchapter 4, Construction Safety Orders, Article 10, S Haulage and Earth Moving, Section 1592(a) states: "Every vehicle with a haulage capacity of 2 1/2 cubic yards or more used to haul dirt, rock, concrete, or other construction material shall be equipped with a warning device that operates automatically while the vehicle is backing. The warning sound shall be of such magnitude that it will normally be audible from a distance of 200 feet and will sound immediately on backing."]

- *Construction noise monitors were installed in residential areas at eight locations around the campus; this number was reduced to six (as a result of theft in 2017). Five monitors (plus one spare to be used upon request of the City/neighbors) is sufficient to monitor construction activities anticipated for the 2018 through 2020 period as proposed activities are central to the campus. Said monitors shall be operated continuously throughout the construction phase. The data from these monitors shall be made available on ~~the campus~~ a web site (wlacnoise.com). Should such data indicate that campus noise creates a noise environment at the stations in excess of applicable noise standards, noise mitigation measures shall be increased until such standards are met.*
- *All construction activity shall be undertaken in total and complete conformity with all laws, rules, and regulations imposed by the City of Culver City on construction activities taking place within its borders.*
- *No construction vehicles shall be permitted, at any time, to stand, park, or stage at any location other than the designated construction staging and parking areas as shown in Figure 3-15 of the Final SEIR (Figure 2-8 of the 2014 Addendum).*
- *Lot 8A (located immediately west of the South parking structure) shall not be used as a construction staging area in connection with any construction activity.*
- *Use of radios on construction sites shall be prohibited to the extent that they can be heard in adjacent residential areas. Graffiti shall be removed promptly from campus areas during construction.*
- *Each construction site shall be organized to minimize backing up that results in excessive beeping.*
- *Construction truck traffic on College Boulevard shall not cause noise levels to increase by more than 3 dBA at the nearby residences. If construction truck traffic causes noise levels to increase by more than 3 dBA, additional mitigation will be applied until this level is met.*

***N-2:** The College ~~has~~ erected 4,600 linear feet of approximately 20-foot tall noise walls at numerous locations around the campus to reduce construction noise in all residential areas potentially affected by construction noise. ~~These noise walls shall remain in place until all exterior Master Plan construction on the campus is completed.~~ For the 2018 to 2020 period it is not anticipated that these temporary noise walls are needed to reduce noise from construction activities at the remaining interior construction sites on campus; however for construction projects within 400 feet of sensitive receptors, temporary individual barriers (6 feet to 8 feet tall) will be used, as appropriate, at specific construction sites and/or pieces of equipment to interrupt line of sight and ensure that noise levels do not exceed thresholds of significance.*