PUBLIC MEETING

Los Angeles Mission College
Main Campus Center
13356 Eldrige Avenue
Sylmar, California  91342
Wednesday, November 8, 2006
PUBLIC COMMENT

SPEAKER                        PAGE
Cheryl Wilkins, Public .......... 3

PRESENTATION

SPEAKER                        PAGE
Sylvia Novoa, Public Outreach  10, 36
Ernest Moreno, President of L.A. Mission College. 13
Kavita Menta, URS Assistant Project Manager . . . . 15
Brian Perkins, Leo Daly Architects . . . . . . . . . . . . . . . . . . . . . . . 16
Dev Vrat, URS Project Manager  22, 32
Doug Smith, URS Traffic Engineer 29
The following is a direct quote from the DEIR:

"Significant Unavoidable Impacts:

Section 15126.2(b) of the CEQA guidelines states that an EIR shall, quote, describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

"Transportation/Traffic: No feasible mitigation measures are available to reduce the project's future significant impacts on Hubbard Street/I-210 westbound ramps during the A.M. and P.M. peak hours. Impacts to this intersection remain significant and unavoidable because improvements to this ramp would be physically and institutionally infeasible. There is insufficient
right-of-way to improve the intersection by widening it.

"Since the intersection is owned and operated by Caltrans, Caltrans would need to initiate a more global interchange improvement before on-ramp improvements could be made. Caltrans has no published plans to make such improvements. Completing planning, design, and construction of such a plan would take many years and has not been founded. Impacts to traffic at this location would remain significant and unavoidable.

"Question: Why are we even considering a Mission College expansion plan at this time with such a disastrous prognosis for this off ramp?

"If the traffic study was being honest, they should make the same statement about Maclay Street/I-210 westbound and eastbound ramps during the A.M. and P.M. peak hours. The traffic to this off ramp is already significant, and the mitigation measures listed in the DEIR are inadequate.

"Maclay Street narrows to a single lane each way, northbound of the I-210 within 200 yards of the off ramp, and there are no plans for the widening of Maclay Street. Why not? Large sections of Maclay
Street have no fixed curbs or sidewalks in that area. An easement must already exist to widen the Maclay Street at the city's discretion.

"Why are the proposed stop lights at the intersections of Maclay and Gladstone and Maclay and Fenton not implemented immediately rather than wait until the year 2010? The traffic problem is already here. Why wait until the year 2015 until Eldridge Avenue and Maclay are connected? What will keep college students from driving through our residential neighborhoods until then? The traffic problem is already here.

"The DEIR section of Project Comparison between the compressed plan and the proposed project states, quote, Traffic generation and distribution will be dispersed over a larger area of the roadway networks, resulting in reduced traffic impacts. A significant number of trips will be distributed to Maclay Street lessening the impacts on Hubbard Street, close quote.

"Isn't this in direct conflict with what has already been stated that the intersections at Maclay and Gladstone and Maclay and Fenton are a significant traffic problem area? How will this
help keep students and staff from driving into
residential neighborhoods on their commute to the

PARK AVENUE DEPOSITION SERVICE

college? How will this help keep traffic away from
Harding Street Elementary School when the children
arrive for class?

"The proposal to allow diagonal parking on
Eldridge Avenue to gain more parking spaces is a bad
idea. Since when do we solve parking problems for
building expansion by making more parking spaces on
public streets? Are apartment owners, businesses,
or churches afforded the same luxury? The answer is
no.

"Diagonal parking would mean students backing
out of parking spaces while other students are
speeding to class. Traffic accidents would be a
common occurrence along Eldridge Avenue if this
proposal is implemented. Eldridge Avenue would have
to be narrowed to accommodate this plan, adding even
more backup to traffic in front of the college.

"Jaywalking and illegal U-turns already are a
problem on Eldridge Avenue. Students don't use the
cross walks, and they don't obey traffic laws. This
proposal would only add to the problem. Why isn't
Mission College being a good neighbor and enforcing
these laws now?

"The DEIR traffic study identifies a

significant impact at the Fenton Avenue roadway

between Harding Street and Maclay Street crossing by

where Harding Elementary school is situated. This
traffic impact is caused by Mission College students

and staff using the Maclay Street off ramp when

commuting to the college.

"Under Section 10.0 entitled the, quote,

Neighborhood Traffic Management Plan Implementation,

close quote, mitigation measures are described to

prevent and control related traffic form (sic.)

traveling through these neighborhoods. Here is one

of the plan suggestions: No. 1, post signs

indicating Neighborhood Traffic Only and No Through

Traffic.

"Does anyone really think that kind of

signage would work? Why isn't Mission College being

a good neighbor and posting these signs now?

Basically, all of the traffic calming measures

described in this neighborhood traffic management

plan are deferral in nature and is not acceptable

according to CEQA guidelines.

"The DEIR goes so far as to infer that widening
the roadways in these neighborhoods is an option unless a neighborhood traffic management plan is implemented, acknowledging that this would affect residential properties and disrupt the community

character. Imagine that the neighborhood owners aren't even safe having fixed curbs and sidewalks. The DEIR won't bother to widen Maclay where needed, and yet it can threaten to take some of our property away from us. How does this help solve traffic problems?

"Finally, I have serious doubts about the accuracy of the traffic study that was recently conducted for this DEIR. The last traffic study conducted in 2002 showed 5,900 vehicles traveling down Fenton Avenue between Harding Street and Maclay Street within a 24-hour period. The most recent traffic study shows only 1,930 vehicles in a 24-hour period. Why such a large discrepancy? Shouldn't the traffic study have revealed even more traffic today than four years ago?

"Also taken from the DEIR Freeway CMP Mainline Segment Analysis: The I-210 Foothill Freeway is the only CMP route within the project study area. A local CMP monitoring
facility has been defined as the I-210 east of Polk Street. Volumes from Los Angeles County CMP 2004 report were utilized to define the existing demand on the I-210 facility. "Existing daily volumes on the I-210 freeway to the east of Polk Street is 94,000 vehicles. Per CMP Transportation Impact Analysis Guidelines, a traffic impact analysis is conducted where the project will add 150 or more trips in either direction during either the A.M. or P.M. weekday peak hours. The project will not add more than 150 trips to this freeway facility and the monitoring facility during the A.M. or P.M. peak hours. Therefore, no further CMP analysis is warranted." This is like a chart now, and I don't know how to tell you how to do this part. (Whereupon, a discussion was held off the record.) "Based on the CMP Analysis Guidelines, the freeway segment is not carrying an excess of 150 directional project-added trips and therefore does not warrant the need to conduct a CMP Freeway Segment Analysis. "Once again, I find it hard to believe that the
traffic study for the I-210 east of Polk Street is accurate. How can 7,500 more students added to Mission College over the next 10 years not impact the I-210 more than the figures that are quoted in this study?

"To project less than 60 vehicles each way during peak hours would be added to the I-210 from Mission College commuters is just too low. What about the residents of all the new homes recently built along the I-210? Were they included in the traffic study?

"In conclusion, I am totally against any expansion project of Mission College at this present location or at expanding on the vacant parcel of land located at Harding Street and Eldridge Avenue. An off-site location should be considered which doesn't present the traffic and safety problems that this plan presents.

"As it stands now, Mission College is located next to two other immediate public entities, El Cariso Park and El Cariso Golf Course. Expanding student population to the campus by 7,500 students over the next 5 to 10 years is totally unreasonable considering the immense traffic problems this
community already endures.

"Respectfully submitted, Tim and Cheryl
Wilkins, 13012 Fenton Avenue, Sylmar, California
91342."

PRESENTATION
SYLVIA NOVOA,
MS. NOVOA: Thank you for joining us here tonight.

We welcome you to the DEIR meeting regarding the Mission
College. We'd like to welcome you and also give you an
idea of what the meeting is going to look like tonight.
If you received an agenda when you signed in, it will
break down what the schedule is going to be for this
evening.

Also, we wanted to make sure that everyone who
wants to make a comment writes it down for us. It's very
important that all comments received be received in
written form. So you have your comment sheets. And if
you don't have one, if you can please go up and get one
at the sign-in table.

The goal of tonight's meeting is to provide
you, the community, an opportunity to comment on the
draft EIR, which is a document that we've been working
on for almost a year. We did the scoping meeting in
July, which many of you look familiar were here, and now
we are proceeding to the next stage which is the draft EIR.

We ask that you please make your comments regarding the draft EIR not if you like this or you don't like this or you want this here or you want this there. The purpose of tonight's meeting is to discuss the draft EIR -- to discuss the document that has been prepared regarding this project.

So for tonight, once again, let me repeat what we'd like you to do is to visit the stations around the room, and I think many of you had an opportunity. We have master plan, aesthetics, noise, traffic, and other environmental issues.

There are experts standing at each of these stations, and you'll have the opportunity to ask them one-on-one any questions that have come up that you thought about regarding the project. Then we'd like you to fill out and submit the comment forms which I mentioned are available at the front from Theresa or Lindsay where you signed in.

If you would rather give oral comments and do not want to write things down, that's fine. We have a court reporter here. We ask that you please come up and speak to the court reporter, and she'll take down your
testimony for you.

We'd like you to please make sure that you provide the comments, any comments that you have either spoken or written by December 4th. No comments will be taken from the floor today. That means that any comments that you need to make need to be made in writing or directly to the court reporter.

Thank you and let me introduce Dr. Ernest Moreno, President of Mission College.

_ 1_  

MR. MORENO: Thank you. Good evening. Welcome to the first of two public comment meetings for the Mission College EIR.

As you are aware, Mission College has been working to complete the facilities master plan to respond to the demand for access to higher education for the Sylmar area and surrounding communities.

The projected increase in student enrollment in combination with the need for expanded academic programs will require several hundred thousand square feet of additional building space, including classrooms, labs, lecture halls, art studios, photo labs, music rooms, a culinary program, demonstration facilities, and athletic facilities.
If you do not provide this additional space, the college will not be able to offer a comprehensive course of study leading to valuable vocational training and certificate and degree programs.

College and district staff have reviewed the transcripts and written comments from the community EIR scoping meetings held this past summer. I am aware of your concerns including increased traffic, compatibility with the Sylmar Community Plan, and your desire to protect the character and the security of your neighborhoods.

Mission College has conducted community meetings and has met with the Sylmar Neighborhood Council following the recent scoping meetings to discuss the progress of the campus master plan. Community input has been considered in the refinement of the proposed master plan.

You're also interested in the status of the district's efforts to acquire the two Harding Street properties. A purchase agreement with the Syrian Church is now being finalized. The sale will close after the EIR is certified by the district board of trustees.

District staff will also recommend that the
board of trustees proceed with the eminent domain action on the Comstock property, if necessary, when the EIR is certified.

URS, our EIR consultant, has attempted to address all of your concerns in the draft EIR. I encourage you to visit the comment stations this evening. You may also review the draft EIR on the Mission College website or in any local library and submit comments at your convenience.

I would like to do some introductions. First, Kavita Menta from URS will provide an overview of the EIR process. Brian Perkins with Leo Daly will present the master plan. Dev Vrat with URS will summarize the EIR findings. Doug Smith, URS, will present the traffic analysis. David Miller with URS will present the traffic analysis also.

We also have Leo Daly Architects and URS environmental specialists available at the comment stations to discuss the master plan and the EIR. Thank you.

KAVITA MENTA,

MS. MENTA: Hello, I'm Kavita Menta with URS Corporation. I am assistant project manager of this
project. I will briefly go over the EIR process. It can be divided into three parts: scoping, draft EIR, and final EIR.

This is the first phase, doing the scoping. We started with the preparation of the initial study, and filed a Notice of Preparation. We had a 30-day comment period on the Notice of Preparation. And along with the comment period, we had two comment meetings organized. Next slide.

The next phase -- and we are at this phase right now -- after the end of the scoping process, we prepared the draft EIR. The draft EIR was released on October 19th for review. We have a 45-day comment period. The comment period is going to end on December 4th.

Again, we have two comment meetings organized. The first one is this meeting today, and the second meeting will be on November 28th. These are your opportunities to give us comments. We would like to have written comments, so you can provide us your comments on the comment sheets, or you can talk to the court reporter here, or you can send us your comments by mail or via e-mail.

The final phase will be the final EIR
certification. And once we collect all your comments, we will prepare responses to your comments in the final EIR. There will be, again, two public hearings. At the second public hearing, the EIR will be considered for certification. And after the certification of the EIR, the master plan will be adopted. And then that process will be completed early in 2007.

And with this, I'll hand it over to Brian to present the master plan.

BRIAN PERKINS,

MR. PERKINS: Thanks, Kavita. My name is Brian Perkins. I'm with Leo Daly Architects. We've produced a master plan which incorporates all the needs of the campus. We've worked very closely with URS during the EIR process as well as the college, and we've had several meetings with the public throughout this process.

This first slide depicts the existing campus. We're now in the campus center building here. And as you see, the parking structure is under construction outside. We've had a bit of a challenge. We are bringing a lot of the areas which were planned previously in this area to the new site that the college is looking at growing.

Within this, we've tried to make the best use of
the existing campus, maintaining the quality and the
structures and the outdoor spaces as well as provide
buildings on this campus as well as the Harding Street
property.

The overall summary of the projects, we're
looking at projects which are under construction right
now. The parking structure you can see is for 1,200
cars. The child development center has finished its
conceptual drawings, and I think it's going out to bid.
The plant facilities is also part of the master plan from
1983 and will be built in the future.

The state funded projects, these are the main
group of projects, the state funded projects as well as
some remaining projects that we're looking at finding a
home for in this new master plan.

The health, P.E. and fitness is the first
project that we're really looking at. The family and
consumer will come next and then media arts. Those are
all A and AA funded projects, as well as some state
and -- state matching funds, I believe. And then there
are some remaining projects which include student
services, education buildings 5 and 6, and then another
parking structure to complement the building structures
with additional parking.
The site that we're looking at -- I know a lot of people here are familiar with now -- is at the corner of Eldridge and Harding. The map here is showing the main campus off of Eldridge and Hubbard. The 210 Freeway is down along here. So there are two main access points coming into this area from the freeway. Maclay can come up and around to the Eldridge area. We're looking at some future improvements to make that a little bit easier. And then the existing Hubbard Street entry coming off this point.

We've divided the project into two phases as you saw on the project list. The first phase really includes more of the main campus. And again, the first project here will be family and consumer studies with a bookstore. That will include the culinary arts as well.

And then the next is media arts as well as plant facilities which will be built in the future.

The idea of this, and we'll show some slides later on, is really to try to continue looking at development of an Arroyo concept, which means the landscaping and some of the features that we'll show later will include more of a dry-type wash, similar to the ones around here, as a landscaping feature that will also act as the main drainage for the area as well. It's
functional as well as aesthetic, giving people outdoor areas. In this phase we're also looking at possibly improving the area of the hillside of the quad for more of an amphitheater-type seating.

The Harding Street property that we're looking at that was introduced earlier includes this whole area. The Syrian Church portion at the top is what we're looking at for health, P.E., and fitness. This site is about a third of a mile from the main campus. And they're also looking at improvements along Eldridge to provide diagonal parking which will provide free parking to the public to help offset some of the parking needs during construction of the garage that's under construction right now.

Health, P.E., and fitness will also be provided with a temporary parking lot adjacent to the building.

That is in design right now, and we're hoping to break ground in the spring of next year.

Phase II on the main campus really is filling out the areas that are left. We have a Student Services building which will fill in the last spot between the parking structure and the instructional administration building. And we've also looked at a future building at the corner of Eldridge and Hubbard. We've looked at some
gateway features here as well. Actually, one thing missing in Phase I was they wanted to provide an enhanced transit stop, a shaded area for a bus to pull in. So that this will be the main transit stop for the campus, from this side with the parking structure, coming into the main parking structure, and then pedestrians would come along the main areas, main walkways that are established now -- and will continue with the parking structure (indicating).

On the off street Harding Street site, the final phase down here will actually be to improve traffic by continuing Eldridge through the site similar to what Harding does now. It will slope down to Maclay and create a much easier connection into Eldridge into the campus and vice versa coming out of this.

The final building, Building 5, is built on top of a two-level parking structure which is underground.

So that from this level in the neighborhood, it's actually recessed below grade. As you come down from Maclay, you will actually be daylighted on the edges. So you'll see the edge of the garage built into the hillside. There's a parking garage entrance from this side, a bridge that will connect across the ramp area down to Maclay to provide access to the students from
this building to health and P.E., and then an exit, right-turn-only, coming out of this garage.

This is an overall view of one of the phases that we're looking at. Again, this is really to orient everybody. The golf course is here, the wash coming out through here, the Harding Street property down at the end of Eldridge running along this way. And then this is that main kind of campus area that exists now. You can see the garage in purple, see the new buildings in this area.

The Arroyo concept I talked about earlier is really more of a naturalistic landscape. We talked about doing more of a dry wash look, some boulders, some benches for seating. A lot of the areas we talked about more of local-type plant materials, low water-use type of plants. It will also act as a runoff for storm water control.

This is the overall campus master plan that we've been working on. This includes all of the areas we just talked about. The golf course is really in this area. There are some other homes up in this area along the back side of this. But the areas that are in color are the new buildings; the areas in gray are the existing buildings.

With that, I'll turn it over to Dev to give you
a summary of the EIR.

DEV VRAT,

MR. VRAT: Thank you very much, Brian. As Brian indicated, we worked closely with college staff and with Leo Daly Architects in providing feedback to the master plan on mitigation measures, and feedback being heard from the community, some of the concerns from the community in preparing the EIR.

The purpose of the EIR is to identify any environmental impacts of the master plan and to attempt to develop methods to reduce those impacts which are called mitigation measures in CEQA language.

A significant impact is an impact which exceeds the thresholds of the California Environmental Quality Act guidelines. A less than significant impact is when the impact is below that threshold. And some of the ways you can get below the threshold is to include mitigation measures where we try to come up with ways to reduce the impacts that we identify at the project.

That's a way that you can help us, with your comments. If you think there's an impact in your neighborhood, you can suggest mitigation measures to us that we can include in the final EIR to get those impacts
down to acceptable levels for you.

I'm not going to be presenting all the mitigation measures right now because I don't want to keep you here for two hours. But they are in the Environmental Impact Report, so I really suggest that you look to see if there's an area that you're concerned about, go to that section, and read the mitigation measures because that's how we get the impacts down to the lowest significant levels.

What I'll do right now is run through the issue areas and just kind of describe the impacts that remain significant after the mitigation measures and just mention the ones that we believe are less than significant with the mitigation. So the first area is aesthetics. I'll present -- I'll also go through some of the visuals over on this back wall briefly.

We believe there's going to be a significant impact with development on Harding Street because the college facilities would obscure the views of the mountains. Then we believe that there's a less than significant impact with some inconsistencies with the aesthetics policies of the Sylmar Community Plan. Next slide.

These slides show the view on Harding Street
looking from Maclay Avenue. If you look up here, this is the site of the project. And down here, this is what it will look like when it's developed. Next slide.

This is the view from the intersection of Eldridge and Harding, Harding Street neighborhood. This is on top. Right now you're looking at a vacant field over here with the mountains in the background. And with the proposed project, we believe that the development of these buildings would block what we consider a substantial portion of this view, and we're calling that a significant impact that can't be mitigated.

The view from the main campus right now, this is in-line parking along the street into the lawn, there's some trees that are dominant to the foreground. And with the proposed project, we'll now introduce a building -- here you can see the building -- and we are proposing diagonal parking here instead of parallel parking. We believe that that's not a significant change.

Under air quality, there are significant impacts associated with construction-related exceedances of nitrogen oxide standards which is typical during a construction project. And there's operational exceedances of nitrogen oxides, volatile organic compounds, VOCs which are hydrocarbons, and carbon
monoxide emission standards. Again, these are typical automobile-type emissions. We all drive around in the Southern California basin; we know what we're talking about.

Under biological resources, we believe there's less than significant impacts. We discovered some sensitive plant species on the Harding Street site. We are looking into doing some surveys, some more focused surveys on those plants just to determine exactly their status. And they're also going to be conducting coastal gnat catcher surveys to make sure that it's not a habitat for any endangered species.

Prior to construction which is, again, a very typical issue is prior to constructing a project, you have to go out and make sure that there's no nesting birds, et cetera, and you have to delay construction until the nests are vacated.

Under cultural resources, we didn't find anything on the survey, surface survey. But there's always a possibility that you could encounter something. Some of the things you can encounter are paleontological resources which are ancient resources, and then there's more recent archeological resources which are demonstrated by different periods of the settlements.
There could be Native American resources. There could be early pioneer settlements. It's also possible that we could encounter human remains.

So we have kind of like a stepped protocol during grading that we monitor to make sure that if we hit anything, we stop and mitigate it according to a very well-established protocol. And following that, it would be less than significant.

Under geological resources, we all know we're living in an earthquake-prone area in Sylmar. I'm sure you're very well aware of that. There's impacts for a variety of earthquake-related things: surface fault ruptures, ground shaking. The soils could actually liquify and buildings could sink. There's seismic settlement, and there's also expansive soils which are the type of soil that moves around depending on how much water is present in the soil, clayey soils, et cetera.

And all of these issues, once they're identified in this stage of the process, as the buildings go forward, there's detailed geotechnical studies that are done, and the buildings are designed to address these features. So that's how those impacts are mitigated.

Under water quality, our water quality analysts noticed that there could be increased pollutant loads
coming off of the Harding Street site due to the planting
of lawns there. So if you look at that issue there,
you'll see pages of mitigation measures to reduce that
runoff which there's -- I don't know if you're aware of
this, but there's kind of a regional concern about runoff
from projects, and there's a lot of focus right now on
water quality and runoff for any type of project.

Under land use, we looked very closely. We
heard your comments about the Sylmar Community Plan. We
looked very closely in reviewing the excellent policy
analysis in the document, all the policies in the Sylmar
Community Plan. The main thing we found out was that the
main campus conflicts with the City of L.A. zoning
ordinance, some of the setbacks, some of the height
features, et cetera. There's issues with that on the
main campus. However, we also want to note that the
district may render the city zoning ordinance
inapplicable. There's a process for that.

There's less than significant impacts on the
Harding Street site that also conflicts with the zoning
ordinance. However, at this time they can be resolved if
the college would either obtain a conditional use permit
and a general plan change (rezoning) or use the same
tool, the exemption of local ordinances.
Under noise, there will be a temporary significant impact during construction. But I think we're all familiar with the types of noise issues that go on with construction. And there was a less than significant impact during operations due to a variety of factors which are detailed in the EIR, including the heating and air-conditioning systems, use of machinery on the sites, typical noises around trash facilities, and generalized increased activity, especially around the Harding Street site there will be a change. And then there would be ongoing off-site traffic noise. All those issues can be mitigated to less than significant levels. For more information on this, I encourage you to visit the noise station.

Under public services, there was a lot of concerns expressed during the scoping meetings from some of the residents around the Harding Street site about what would be going on over their walls and backyards, et cetera, what types of activities would be occurring out there. So the EIR does recognize there's an increased demand for police protection. And in meeting with the college and the district staff, they believe that these services can be provided by revising an existing contract with the sheriff, so the sheriff will be providing additional police protection services in
that area.

The results of concerns expressed during the scoping meetings about what would happen if there was a major earthquake and the freeway interchanges fell, we actually consulted with the fire department, and the fire department's response was they would look for alternative routes. They believe there are alternative routes, and they would be able to have that emergency response. They would just choose the shortest possible route. It's not a situation where if the overpasses fell, that's the end of it.

With that, I'd like to turn it over to Doug Smith who is our CEQA traffic engineer.

DOUG SMITH,

MR. SMITH: Good evening. As part of this EIR process, we underwent an extensive traffic study for the area. In fact, that traffic study was developed after the public scoping meeting we had here in this room where a lot of you came to the meeting and gave us your concerns and pointed out issues that we should look at as part of the traffic study.

As a result of that scoping meeting, we actually analyzed 20 intersections around the school related to access to and from the I-210 Freeway and how the students
That traffic study was based on the City of L.A. DOT requirements and specifications, and they're currently in the process of reviewing that traffic study right now. We looked at existing conditions. We looked at future conditions of 2010. We looked at conditions in 2015. And we looked for significant impacts at the 20 intersections that we analyzed.

Out of those 20 intersections we analyzed, we found 12 intersections that had a significant impact. And if you look at the traffic study, we identified mitigation and improvements at all of those intersections in order to mitigate those impacts.

If you look at this figure -- and you can go right over there to the traffic section. It's a lot easier to read. This figure identifies those 12 intersections with improvements that have been proposed as mitigation. They include new traffic signals in several locations. They include improvements for the City of L.A. to make signalization of intersections. So there's geometric improvements as well as traffic mitigation for neighborhood traffic intrusion.

More specifically to the project and the campus areas, we've identified improvements for circulation and access to the campus that involve transit improvements to
the bus stop on Harding. It involved improvements at the
intersection, signalization of the intersection that
accesses the new parking structure on the campus, and
improvements to parking along Eldridge Avenue.

We've also identified for 2010 in the first
phase of the project how access should be accomplished to
the Harding Street property, including access to the
parking, and a turnaround for traffic to turn around on
Harding Street.

Finally, in the second phase of the project,
with full development of the Harding Street property, we
propose Eldridge Street to be punched through all the way
to Maclay forming a signalized intersection at Maclay
with left-turn lanes and so forth in order to accommodate
the traffic we expect to utilize that intersection.

One thing about Maclay, one of the things we
heard at the public scoping meeting was concern about
Maclay, that we needed to look at that more closely than
was reviewed in the previous EIR for the master plan. So
we looked at a lot more intersections, we reviewed a lot
more intersections on Maclay. We found some traffic
impact. We found some deficiencies around the surface.
And we proposed mitigation, geometric as well as new
traffic signals to make improvements to Maclay, make
With that, we'll be glad to take your comments. We look forward to seeing you at the traffic area to take your comments and hear what you have to say about the traffic study.

DEV VRAT,

MR. VRAT: Thank you, Doug. Another requirement of CEQA, California Environmental Quality Act, is that you also look at ways to reduce environmental impacts by studying some project alternatives. So the two ways to reduce impacts are the mitigation measures which are within each impact area section, or project alternatives that would reduce environmental impacts.

So if you go into the alternative section, the first thing you see is a large screening process where we kind of did a brainstorming approach and identified all the alternatives that we should look at, and we screened those down to this set of alternatives which are analyzed in a comparative analysis in the environmental document.

These are the alternatives we look at, the no project alternative is what would happen without the master plan which would be continue development under the old master plan. It doesn't mean no development; it
means continue development under the old master plan.

Compressed plan would mean you would go forward

with the proposed development, but you compress it all
onto the main campus. Alternative site would mean we
looked at a new site at Terra Vista. And if you're
cconcerned or interested in that site, you can look at
that section in the EIR.

We had a suggestion during the scoping meetings
that we examine the possibility of expanding remote
campus centers. Right now these centers are used for a
very focused and limited programs. To try to provide a
campus experience at these remote locations, the document
says it just wouldn't work. Reduce buildout within
eexisting campus, that is kind of like a smaller scale
version of the project on the main campus.

These are all analyzed comparatively, and then
the result of that process is the law also requires us to
identify which of these alternatives is the
environmentally superior alternative. And our conclusion
is the reduced buildout within the existing campus from
an environmental perspective is the preferred
alternative.

We try to identify areas of controversy as we
move along the process. These are the areas that we
sense, I would say, at this stage in the process, but
these could change when we get to the final EIR when we
present this document to the district, these areas may
change. But from our understanding from the community
and our understanding of what we've looked at so far, we
believe there is a controversy with Harding Street
neighborhood compatibility.

Another area is traffic mitigation, make sure
that we adequately mitigate the traffic impacts if this
project goes forward, especially the neighborhood
traffic impacts, especially around Harding Street
properties. If this project goes forward as proposed,
what's going to happen to my neighborhood?

We're very cognizant that there's no security
and nuisance impacts in the Harding Street neighborhood.
So we want to look very closely at what we can do to
minimize those types of effects. We've had very good
suggestions from some of the residents in the Harding
Street area, and we really appreciate that. Anything
that you can give to us that says, if you did this, that
would really help us out, that would protect us, we can
write those into the final EIR. And the college, if
they're a reasonable request, the college will support
those.
We also look at -- there was a request that we not do the Harding Street, that we not expand the college, that we look for a new site, some place completely out of Sylmar. We recognize that that's something that you want. We also heard loud and clear that you would like the college to adhere to the policies of the Sylmar Community Plan. And again, if you look at the document, you will see a very rigorous analysis of that plan and where we can, the college is trying to comply with the intent of those policies. It's not an absolute consistency with every single policy, but we believe that the plan is generally consistent with the policies of that plan.

And then again the concern about what happens if these freeway overpasses collapse and the college is isolated from emergency responders. And I think I already gave you what the fire department had to say about that. These are what we feel right now are the areas of controversy.

So at the end of the day, after we apply all the mitigation measures, this is the set of impacts that we don't believe had been reduced to less than significant. They're centered on regional air quality. Traffic is one. Intersection -- correct me if I'm wrong. Hubbard
Street westbound on-ramp to the 210 Freeway, there's
right-of-way issues that cannot be repaired. So that's
the only one. There's nothing on Maclay. Our traffic
engineer does not believe that Maclay is going to be a
problem. It can be mitigated.

The aesthetic impact to the Harding Street
development, that's going to be a huge change. And then
the possible zoning conflict on the main campus, unless
the college exercises its right to exempt itself from
local zoning ordinances, that would be a policy conflict.

Now, does this mean that this is a project
stopper? No. It means that the district would have to
make findings of overriding consideration if they approve
the project. There is nothing in CEQA that stops
projects; we just force the decisionmaker to address the
environmental impacts. So the best thing that the
community can do is help us mitigate the impacts, give us
ideas to make the impacts as little as possible to
mitigate as best as possible. Because at the end of the
day, if the college wants to approve this plan, it will
approve the plan. That's how you can help at this stage,
give us ways to reduce the impacts.

Okay. Sylvia do you want to come back up?
MS. NOVOA: Once again, we ask that you fill out the comment sheet. If you didn't pick one up, I have a handful. Let's go through them very quickly.

And just to remind you that the purpose of tonight's meeting is to provide comments on the draft EIR only. You will have an opportunity to comment on the L.A. Mission College Master Plan during two public hearings before the L.A. Community College District in February of 2007.

And the questions that we ask, as Dev just mentioned, let's find a way to work this through as a community. So the first question is: Comments on the environmental impacts of the master plan, what do you think are the issues, environmental issues on the master plan? You've seen and you've heard about some of the mitigation measures. What are your comments regarding the mitigation measures? And then do you have another comment on something else? We'd be happy to take that comment.

Once again, I have the forms here. We have comment tables or you can fill them out at the desk. And I think our next meeting is November 28th, same place, same location, same time. So if you'd make a note of
that if you want to come to the next meeting on the 28th. So we're not taking any comments on the floor, no questions either.

If you have a question, you can see me after; okay? Thank you. Thank you very much for coming.

(Whereupon, the public meeting was concluded.)
Witness my hand this __________ day of

____________________, 2006

__________________________

GRACE A. VERHOEVEN

CSR NO. 11419

PARK AVENUE DEPOSITION SERVICE