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LOS ANGELES MISSION COLLEGE FACILITIES MASTER PLAN

5

DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

6

(EIR)

7

PUBLIC MEETING

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Los Angeles Mission College

14

Main Campus Center

15

13356 Eldridge Avenue

16

Sylmar, California 91342

17

Wednesday, November 8, 2006

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REPORTED BY:
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CSR NO. 11419

PARK AVENUE DEPOSITION SERVICE
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1 SYLMAR, CALIFORNIA; WEDNESDAY, NOVEMBER 8, 2006

2 6:20 P.M.

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4 PUBLIC COMMENT

5 CHERYL WILKINS,

6 MS. WILKINS: Cheryl Wilkins and Timothy Wilkins.

7 The following is a direct quote from the DEIR:

8 "Significant Unavoidable Impacts:

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

18 "Transportation/Traffic: No feasible
19 mitigation measures are available to reduce the
20 project's future significant impacts on Hubbard
21 Street/I-210 westbound ramps during the A.M. and
22 P.M. peak hours. Impacts to this intersection
23 remain significant and unavoidable because
24 improvements to this ramp would be physically and
25 institutionally infeasible. There is insufficient

1 right-of-way to improve the intersection by widening
2 it.

3 "Since the intersection is owned and operated
4 by Caltrans, Caltrans would need to initiate a more
5 global interchange improvement before on-ramp
6 improvements could be made. Caltrans has no
7 published plans to make such improvements.

8 Completing planning, design, and construction of
9 such a plan would take many years and has not been
10 founded. Impacts to traffic at this location would
11 remain significant and unavoidable.

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

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

21 "Maclay Street narrows to a single lane each
22 way, northbound of the I-210 within 200 yards of the
23 off ramp, and there are no plans for the widening of
24 Maclay Street. Why not? Large sections of Maclay

25 Street have no fixed curbs or sidewalks in that

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— 1 area. An easement must already exist to widen the
2 Maclay Street at the city's discretion.

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

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

20 "Isn't this in direct conflict with what has
21 already been stated that the intersections at Maclay
22 and Gladstone and Maclay and Fenton are a
23 significant traffic problem area? How will this

24 help keep students and staff from driving into
25 residential neighborhoods on their commute to the

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

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

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

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

23 these laws now?

24 "The DEIR traffic study identifies a
25 significant impact at the Fenton Avenue roadway

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— 1 between Harding Street and Maclay Street crossing by
2 where Harding Elementary school is situated. This
3 traffic impact is caused by Mission College students
4 and staff using the Maclay Street off ramp when
5 commuting to the college.

6 "Under Section 10.0 entitled the, quote,
7 Neighborhood Traffic Management Plan Implementation,
8 close quote, mitigation measures are described to
9 prevent and control related traffic form (sic.)
10 traveling through these neighborhoods. Here is one
11 of the plan suggestions: No. 1, post signs
12 indicating Neighborhood Traffic Only and No Through
13 Traffic.

14 "Does anyone really think that kind of
15 signage would work? Why isn't Mission College being
16 a good neighbor and posting these signs now?
17 Basically, all of the traffic calming measures
18 described in this neighborhood traffic management
19 plan are deferral in nature and is not acceptable
20 according to CEQA guidelines.

21 "The DEIR goes so far as to infer that widening

22 the roadways in these neighborhoods is an option
23 unless a neighborhood traffic management plan is
24 implemented, acknowledging that this would affect
25 residential properties and disrupt the community

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

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

17 "Also taken from the DEIR Freeway CMP
18 Mainline Segment Analysis: The I-210 Foothill
19 Freeway is the only CMP route within the
20 project study area. A local CMP monitoring

21 facility has been defined as the I-210 east of
22 Polk Street. Volumes from Los Angeles County
23 CMP 2004 report were utilized to define the
24 existing demand on the I-210 facility.

25 "Existing daily volumes on the I-210 freeway to

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1 the east of Polk Street is 94,000 vehicles. Per CMP
2 Transportation Impact Analysis Guidelines, a traffic
3 impact analysis is conducted where the project will
4 add 150 or more trips in either direction during
5 either the A.M. or P.M. weekday peak hours. The
6 project will not add more than 150 trips to this
7 freeway facility and the monitoring facility during
8 the A.M. or P.M. peak hours. Therefore, no further
9 CMP analysis is warranted."

10 This is like a chart now, and I don't know how
11 to tell you how to do this part.

12 (Whereupon, a discussion was held off the
13 record.)

14 "Based on the CMP Analysis Guidelines, the
15 freeway segment is not carrying an excess of 150
16 directional project-added trips and therefore does
17 not warrant the need to conduct a CMP Freeway
18 Segment Analysis.

19 "Once again, I find it hard to believe that the

20 traffic study for the I-210 east of Polk Street is
21 accurate. How can 7,500 more students added to
22 Mission College over the next 10 years not impact
23 the I-210 more than the figures that are quoted in
24 this study?

25 "To project less than 60 vehicles each way

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— 1 during peak hours would be added to the I-210
2 from Mission College commuters is just too low.
3 What about the residents of all the new homes
4 recently built along the I-210? Were they included
5 in the traffic study?

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

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

19 community already endures.

20 "Respectfully submitted, Tim and Cheryl
21 Wilkins, 13012 Fenton Avenue, Sylmar, California
22 91342."

23 PRESENTATION

24 SYLVIA NOVOA,

25 MS. NOVOA: Thank you for joining us here tonight.

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

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

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

18 we are proceeding to the next stage which is the draft
19 EIR.

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

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

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

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

17 testimony for you.

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

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

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— 1 ERNEST MORENO,

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

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

9 The projected increase in student enrollment in
10 combination with the need for expanded academic programs
11 will require several hundred thousand square feet of
12 additional building space, including classrooms, labs,
13 lecture halls, art studios, photo labs, music rooms, a
14 culinary program, demonstration facilities, and athletic
15 facilities.

16 If you do not provide this additional space, the
17 college will not be able to offer a comprehensive course
18 of study leading to valuable vocational training and
19 certificate and degree programs.

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

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— 1 neighborhoods.

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

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

14 District staff will also recommend that the

15 board of trustees proceed with the eminent domain action
16 on the Comstock property, if necessary, when the EIR is
17 certified.

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

24 I would like to do some introductions. First,
25 Kavita Menta from URS will provide an overview of the EIR

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1 process. Brian Perkins with Leo Daly will present the
2 master plan. Dev Vrat with URS will summarize the EIR
3 findings. Doug Smith, URS, will present the traffic
4 analysis. David Miller with URS will present the traffic
5 analysis also.

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

10

11 KAVITA MENTA,

12 MS. MENTA: Hello, I'm Kavita Menta with URS
13 Corporation. I am assistant project manager of this

14 project. I will briefly go over the EIR process. It can
15 be divided into three parts: scoping, draft EIR, and
16 final EIR.

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

23 The next phase -- and we are at this phase
24 right now -- after the end of the scoping process, we
25 prepared the draft EIR. The draft EIR was released on

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1 October 19th for review. We have a 45-day comment
2 period. The comment period is going to end on
3 December 4th.

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

12 The final phase will be the final EIR

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

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

22

23 BRIAN PERKINS,

24 MR. PERKINS: Thanks, Kavita. My name is Brian
25 Perkins. I'm with Leo Daly Architects. We've produced a

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1 master plan which incorporates all the needs of the
2 campus. We've worked very closely with URS during the
3 EIR process as well as the college, and we've had several
4 meetings with the public throughout this process.

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

11 Within this, we've tried to make the best use of

12 the existing campus, maintaining the quality and the
13 structures and the outdoor spaces as well as provide
14 buildings on this campus as well as the Harding Street
15 property.

16 The overall summary of the projects, we're
17 looking at projects which are under construction right
18 now. The parking structure you can see is for 1,200
19 cars. The child development center has finished its
20 conceptual drawings, and I think it's going out to bid.
21 The plant facilities is also part of the master plan from
22 1983 and will be built in the future.

23 The state funded projects, these are the main
24 group of projects, the state funded projects as well as
25 some remaining projects that we're looking at finding a

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1 home for in this new master plan.

2 The health, P.E. and fitness is the first
3 project that we're really looking at. The family and
4 consumer will come next and then media arts. Those are
5 all A and AA funded projects, as well as some state
6 and -- state matching funds, I believe. And then there
7 are some remaining projects which include student
8 services, education buildings 5 and 6, and then another
9 parking structure to complement the building structures
10 with additional parking.

11 The site that we're looking at -- I know a lot
12 of people here are familiar with now -- is at the corner
13 of Eldridge and Harding. The map here is showing the
14 main campus off of Eldridge and Hubbard. The 210 Freeway
15 is down along here. So there are two main access points
16 coming into this area from the freeway. Maclay can come
17 up and around to the Eldridge area. We're looking at
18 some future improvements to make that a little bit
19 easier. And then the existing Hubbard Street entry
20 coming off this point.

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

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

3 The idea of this, and we'll show some slides
4 later on, is really to try to continue looking at
5 development of an Arroyo concept, which means the
6 landscaping and some of the features that we'll show
7 later will include more of a dry-type wash, similar to
8 the ones around here, as a landscaping feature that will
9 also act as the main drainage for the area as well. It's

10 functional as well as aesthetic, giving people outdoor
11 areas. In this phase we're also looking at possibly
12 improving the area of the hillside of the quad for more
13 of an amphitheater-type seating.

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

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

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

3 Phase II on the main campus really is filling
4 out the areas that are left. We have a Student Services
5 building which will fill in the last spot between the
6 parking structure and the instructional administration
7 building. And we've also looked at a future building at
8 the corner of Eldridge and Hubbard. We've looked at some

9 gateway features here as well. Actually, one thing
10 missing in Phase I was they wanted to provide an enhanced
11 transit stop, a shaded area for a bus to pull in. So
12 that this will be the main transit stop for the campus,
13 from this side with the parking structure, coming into
14 the main parking structure, and then pedestrians would
15 come along the main areas, main walkways that are
16 established now -- and will continue with the parking
17 structure (indicating).

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

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

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1 So that from this level in the neighborhood, it's
2 actually recessed below grade. As you come down from
3 Maclay, you will actually be daylighted on the edges. So
4 you'll see the edge of the garage built into the
5 hillside. There's a parking garage entrance from this
6 side, a bridge that will connect across the ramp area
7 down to Maclay to provide access to the students from

8 this building to health and P.E., and then an exit,
9 right-turn-only, coming out of this garage.

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

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

24 This is the overall campus master plan that
25 we've been working on. This includes all of the areas we

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1 just talked about. The golf course is really in this
2 area. There are some other homes up in this area along
3 the back side of this. But the areas that are in color
4 are the new buildings; the areas in gray are the existing
5 buildings.

6 With that, I'll turn it over to Dev to give you

7 a summary of the EIR.

8

9 DEV VRAT,

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

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

20 A significant impact is an impact which exceeds
21 the thresholds of the California Environmental Quality
22 Act guidelines. A less than significant impact is when
23 the impact is below that threshold. And some of the ways
24 you can get below the threshold is to include mitigation
25 measures where we try to come up with ways to reduce the

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1 impacts that we identify at the project.

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

6 down to acceptable levels for you.

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

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

22 We believe there's going to be a significant
23 impact with development on Harding Street because the
24 college facilities would obscure the views of the
25 mountains. Then we believe that there's a less than

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1 significant impact with some inconsistencies with the
2 aesthetics policies of the Sylmar Community Plan. Next
3 slide.

4 These slides show the view on Harding Street

5 looking from Maclay Avenue. If you look up here, this is
6 the site of the project. And down here, this is what it
7 will look like when it's developed. Next slide.

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

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

23 Under air quality, there are significant impacts
24 associated with construction-related exceedances of
25 nitrogen oxide standards which is typical during a

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1 construction project. And there's operational
2 exceedances of nitrogen oxides, volatile organic
3 compounds, VOCs which are hydrocarbons, and carbon

4 monoxide emission standards. Again, these are typical
5 automobile-type emissions. We all drive around in the
6 Southern California basin; we know what we're talking
7 about.

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

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

21 Under cultural resources, we didn't find
22 anything on the survey, surface survey. But there's
23 always a possibility that you could encounter something.
24 Some of the things you can encounter are paleontological
25 resources which are ancient resources, and then there's

— 1 more recent archeological resources which are
2 demonstrated by different periods of the settlements.

3 There could be Native American resources. There could be
4 early pioneer settlements. It's also possible that we
5 could encounter human remains.

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

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

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

25 Under water quality, our water quality analysts

2 coming off of the Harding Street site due to the planting
3 of lawns there. So if you look at that issue there,
4 you'll see pages of mitigation measures to reduce that
5 runoff which there's -- I don't know if you're aware of
6 this, but there's kind of a regional concern about runoff
7 from projects, and there's a lot of focus right now on
8 water quality and runoff for any type of project.

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

20 There's less than significant impacts on the
21 Harding Street site that also conflicts with the zoning
22 ordinance. However, at this time they can be resolved if
23 the college would either obtain a conditional use permit
24 and a general plan change (rezoning) or use the same
25 tool, the exemption of local ordinances.

1 Under noise, there will be a temporary
2 significant impact during construction. But I think
3 we're all familiar with the types of noise issues that go
4 on with construction. And there was a less than
5 significant impact during operations due to a variety of
6 factors which are detailed in the EIR, including the
7 heating and air-conditioning systems, use of machinery on
8 the sites, typical noises around trash facilities, and
9 generalized increased activity, especially around the
10 Harding Street site there will be a change. And then
11 there would be ongoing off-site traffic noise. All those
12 issues can be mitigated to less than significant levels.
13 For more information on this, I encourage you to visit
14 the noise station.

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

1 will access the college.

2 That traffic study was based on the City of L.A.
3 DOT requirements and specifications, and they're
4 currently in the process of reviewing that traffic study
5 right now. We looked at existing conditions. We looked
6 at future conditions of 2010. We looked at conditions in
7 2015. And we looked for significant impacts at the
8 20 intersections that we analyzed.

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

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

23 More specifically to the project and the campus
24 areas, we've identified improvements for circulation and
25 access to the campus that involve transit improvements to

1 the bus stop on Harding. It involved improvements at the
2 intersection, signalization of the intersection that
3 accesses the new parking structure on the campus, and
4 improvements to parking along Eldridge Avenue.

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

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

16 One thing about Maclay, one of the things we
17 heard at the public scoping meeting was concern about
18 Maclay, that we needed to look at that more closely than
19 was reviewed in the previous EIR for the master plan. So
20 we looked at a lot more intersections, we reviewed a lot
21 more intersections on Maclay. We found some traffic
22 impact. We found some deficiencies around the surface.
23 And we proposed mitigation, geometric as well as new
24 traffic signals to make improvements to Maclay, make

25 traffic better on that street.

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1 With that, we'll be glad to take your comments.
2 We look forward to seeing you at the traffic area to take
3 your comments and hear what you have to say about the
4 traffic study.

6 DEV VRAT,

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

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

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

24 means continue development under the old master plan.

25 Compressed plan would mean you would go forward

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

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

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

21 We try to identify areas of controversy as we
22 move along the process. These are the areas that we

23 sense, I would say, at this stage in the process, but
24 these could change when we get to the final EIR when we
25 present this document to the district, these areas may

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— 1 change. But from our understanding from the community
2 and our understanding of what we've looked at so far, we
3 believe there is a controversy with Harding Street
4 neighborhood compatibility.

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

11 We're very cognizant that there's no security
12 and nuisance impacts in the Harding Street neighborhood.
13 So we want to look very closely at what we can do to
14 minimize those types of effects. We've had very good
15 suggestions from some of the residents in the Harding
16 Street area, and we really appreciate that. Anything
17 that you can give to us that says, if you did this, that
18 would really help us out, that would protect us, we can
19 write those into the final EIR. And the college, if
20 they're a reasonable request, the college will support
21 those.

22 We also look at -- there was a request that we
23 not do the Harding Street, that we not expand the
24 college, that we look for a new site, some place
25 completely out of Sylmar. We recognize that that's

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— 1 something that you want. We also heard loud and clear
2 that you would like the college to adhere to the policies
3 of the Sylmar Community Plan. And again, if you look at
4 the document, you will see a very rigorous analysis of
5 that plan and where we can, the college is trying to
6 comply with the intent of those policies. It's not an
7 absolute consistency with every single policy, but we
8 believe that the plan is generally consistent with the
9 policies of that plan.

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

16 So at the end of the day, after we apply all the
17 mitigation measures, this is the set of impacts that we
18 don't believe had been reduced to less than significant.
19 They're centered on regional air quality. Traffic is
20 one. Intersection -- correct me if I'm wrong. Hubbard

21 Street westbound on-ramp to the 210 Freeway, there's
22 right-of-way issues that cannot be repaired. So that's
23 the only one. There's nothing on Maclay. Our traffic
24 engineer does not believe that Maclay is going to be a
25 problem. It can be mitigated.

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

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

18 Okay. Sylvia do you want to come back up?

19

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SYLVIA NOVOA,

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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

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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

19 that if you want to come to the next meeting on the 28th.
20 So we're not taking any comments on the floor, no
21 questions either.

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

24 (Whereupon, the public meeting was concluded.)

25 //

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REPORTER'S CERTIFICATE

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2

3 STATE OF CALIFORNIA)
4)
5 COUNTY OF LOS ANGELES)

6

7 I, Grace A. Verhoeven, a Certified Shorthand
8 Reporter within the County of Los Angeles, State of
9 California, do hereby certify:

10 That the said hearing was taken down by me in
11 shorthand at the time and place therein stated and was
12 thereafter reduced to print by Computer-Aided
13 Transcription under my direction;

14 I further certify that I am not of counsel or
15 attorney for either of the parties hereto or in any way
16 interested in the event of this cause and that I am not
17 related to either of the parties thereto.

18

18

19

Witness my hand this _____ day of

20

21

_____, 2006

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24

GRACE A. VERHOEVEN

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