LANDMARKS

Los Angeles Mission College (LAMC) is located in Sylmar, east of the 210 Freeway and north of the city of San Fernando. LAMC is a 30-year old educational institution in the region. Currently, the campus is served by four satellite buildings due to the limited area of the main campus. Despite being landlocked, this still-growing campus serves the communities of San Fernando, Pacoima, Mission Hills, North Hills, Panorama City and Granada Hills. The site sits at the base of the San Gabriel Mountains with these mountains to the north and east. The school’s wide reach is due to the freeway access off the 210 freeway about a mile away. The 5 freeway and the 118 also connect to the 210. Hubbard Street links the site to the freeway and leads to the main access street to the campus, Eldridge Avenue.

Sylmar has several landmarks that identify the city. The Los Angeles Reservoir is located on the west end of the City near the 5 Freeway. There is also a small airport, Whiteman Airport, about six miles south of the campus. East of the airport near the 210 freeway is the Hansen Dam Recreation Center. There are numerous parks in Sylmar. Most are small and spread throughout the City, although the most notable parks are not far from LAMC. Veterans Memorial Park is less than one mile north of the College and El Cariso County Regional Park is adjacent to the main campus.
Los Angeles Mission College (LAMC) is the most northern campus of the Los Angeles Community College District. While the main campus is landlocked, there are two freeway exits off the 210 leading to the College: Maclay St and Hubbard St. There is also public transportation on the north and south corners of Eldridge Ave and Hubbard St intersection.

Currently there are four off-site satellites servicing the campus. In addition to the satellites, one facility is located in Veterans Memorial Park. The LAMC Arts Department coordinates an art gallery on the 96.5 acre park.

Parkland is abundant near the campus. In addition to Veterans Memorial Park and El Cariso County Regional Park, there is land along the Pacoima Wash that is privately maintained. Just north of the proposed LAMC extended campus is U.S. Army Corps of Engineers land, and north of that is LAMC land. The Sylmar Independent Baseball League playing fields are further north. The El Cariso Golf Course is directly adjacent to the south side of the existing campus.

The immediate neighborhood is mostly residential, consisting of single family homes.
EXISTING SITE ANALYSIS DIAGRAMS
The following existing site analysis diagrams analyze the existing conditions of the campus and outline key concepts used to develop and inform the Master Plan.

The Building Area (SF) and Information diagram identifies each existing building’s area in gross square feet (GSF) and the height of the building at the number of levels it is erect. Building areas for both temporary and permanent facilities range from the 720 GSF Health Trailer to the 77,400 GSF Instructional Administration Building. The total campus building area is approximately 284,700 GSF. See Existing Building Areas on page 48 for more details.

Other important building information illustrated is the primary program use of each building. While most of the buildings house more than one use, they are identified by their primary use. Program use is organized into five categories: academic, administration, student services, support, and athletics. The academic category includes traditional classroom, lab spaces, and lecture halls.

Temporary and permanent facilities are also identified. Temporary facilities include Temporary Trailers and Classrooms, the Health Trailer, and Central Plant. Permanent facilities are all existing building structures, including Parking Structure A.

Building Area (SF) and Information
Campus Context and Objectives

Distance and Time

This diagram illustrates distance and time relative to campus movement. Concentric circles radiate from the center of the campus between the Library LRC and the Main Quad and represent distance and walking time from this center to the edges of campus. A distance of 417 feet and 5 minutes is required to reach all of the main buildings within the campus which include the Library, Instructional/Admin, Campus Center, Collaboration Studies and Campus Service. A distance of 954 feet and 10 minutes encompasses parking structure A, on-site parking and the remaining outer buildings of the campus such as the child development, plant facilities, health trailer and the temporary classrooms to the north of the site. The outer ring of the diagram outlines the distance necessary to cross the El Cariso Golf Course and end at the intersection of Harding and Eldridge.
EXISTING SITE ANALYSIS DIAGRAMS

Service & Fire Access and Circulation

The current primary fire and service vehicle access for the campus is from the northeast off of Hubbard St via a driveway which continues along the north perimeter of the site and then turns south onto the main campus road. The north section of this road caters to not only service delivery, but also to pedestrian drop-offs, maintenance/service and staff parking. It is also used as the fire access road. The east road parallel to Parking Structure A, is also used as the primary road, which directs staff and visitors to parking and permits access to fire and service vehicles.

Secondary internal fire and service vehicle access to the Campus Center, Instructional/Administration Building, and Library/Learning Resource Center (LRC) building is from the main campus road. Service vehicle access to the Plant Facilities, Campus Services, and Collaborative Studies is from the north access road. Fire service access for all buildings occurs through their front doors.

Currently, a few conflicts exist in the fire vehicle access route plan. Fire vehicle access to the campus core buildings is along the main pedestrian path, the promenade, which is approximately 17 feet wide. This promenade does not provide the proper width clearance that the fire truck, and its equipment, needs to access the roofs of all buildings on campus, especially since all buildings on campus are above 28 feet. The only building that is not is the Campus Services building, which is 23 feet high. The promenade is also not strong enough to bear the weight of single or multiple fire trucks and their equipment.

The other conflict occurs at the Instructional Administration Building. Currently this building has two fire vehicle access drive-ways, one at each end, off of Eldridge Ave. The lengths of these drive-ways are not long enough in providing fire truck equipment maximum coverage of the building. Luckily, this building, like all others on campus, has fire-sprinklers.
Campus Context and Objectives

The Pedestrian Circulation diagram illustrates the existing primary, secondary and observed paths of pedestrian circulation through the campus. One of the primary east-west circulation spines runs from Parking Structure A, to the east through the center of campus, and along the perimeter of the Library/Learning Resource Center and back towards the parking structure, described as a promenade. Students utilizing the off-campus city bus use the perimeter sidewalks along Eldridge Ave and Hubbard St as primary paths of circulation. Students also use the sidewalks along the main campus drive as primary circulation routes for the on-campus shuttle or to get to Parking Structure A. Several secondary internal paths provide access from this road at the northern part of the site and run south through the campus, described as pasteros.

Although the campus buildings were designed around a formal orientation of uncovered pedestrian walkways, there is inconsistency in the location of building entries off the main pedestrian path. In turn, students pass through buildings to get to other buildings, which ultimately help them get across the campus much faster and without exposing themselves to the heat and rays of the sun.

While the College provides parking on campus, it does not provide efficient access from on-street parking. Because most students park along Eldridge Ave and Hubbard St, they use alternate routes to get to and from the campus. The students using the city bus may also use these alternate routes as outlined in the diagram. These alternate routes mostly include, but are not limited to, the crossing of landscaped areas and open grasses on the campus property.
The Parking and Vehicular Circulation diagram identifies Parking Structure A as the primary location for students to park, requiring them to purchase parking passes. However, most students park along both sides of Eldridge Ave and Hubbard St at no cost. Faculty, staff, and visitors may park in the two surface parking lots running parallel to Parking Structure A, with a parking pass. Only faculty and staff are permitted to park in the surface parking lot, north of the Collaborative Studies building, with a parking pass, as well.

The primary campus access point to Parking Structure A and faculty, staff, and visitor surface parking lots is at the intersection of Eldridge Ave and Pasha St. The secondary campus access point is at the intersection of Hubbard St and Lexicon Ave, which begins a narrow service road along the rear of the campus leading to facilities, receiving, and maintenance areas. It, then, bends around the Plant Facilities and Campus Sheriff’s Station, turning into the main artery directing traffic to Parking Structure A, at the left; surface parking lots, to the right; or primary campus exit point, the intersection at Eldridge Ave and Pasha St.

These street intersections described operate well at parking demand peak hours due to the fact that only faculty, staff, and visitor cars are leaving campus. Most students park on the street which has no effect on the congestion of these intersections. At the start of each semester, parking demand is highest with nearly half of students attending class in the evening. However, parking peak hours dwindle as the semester terminates ranging from 8-10am, 1-3pm, and after 5pm.

The campus should be accessible for service and emergency vehicles via the access points previously outlined with internal circulation paths accommodated by the promenade and paseos throughout the campus.

Primary bus stops for the MTA, Line 234 are at the north and south sides of Hubbard St, at the intersection of Eldridge Ave.
The ADA Compliance diagram outlines primary and secondary paths of circulation for persons with disabilities. The primary path defined for disabled people runs on the main east-west axis roads through the campus. At the perimeter of the Library/Learning Resource Center (LRC) to the northwest, a large semi-circle ramp serves as the only primary circulation for the handicap between the north and south campuses. Most of the secondary paths running north and south, the paseos, connect only between the promenade and either the north buildings or the south buildings. There is no other direct handicapped access across the quad and it is difficult for the students to get from one level of Campus to the other, unless passing through buildings.

The campus also falls short in accommodating disabled students with convenient circulation into buildings and within buildings. At the Library/LRC, the elevator is located far from the accessible entrance to the building, and the entrance door from Hubbard St remains locked at all times. This creates problematic circulation within the Library/LRC. Single automatic swing doors at some of the buildings are also difficult to use by handicap students, as well as, for the faculty and staff. The temporary classrooms north of the site are also difficult to enter. These classrooms face a surface parking lot to the south where the classroom entrances are located. This area is very tight and students have to maneuver carefully to get through the parking to the classrooms.
The diagram illustrates the existing security and safety conditions of the campus. The security system at the College is outdated and is not functioning. The security cameras on campus are approximately 15 years old and do not work. There are no cameras at entry points into buildings or onto campus that function. A technical group has set up the only working camera on campus located at the Instructional Administration Building. Other than this camera, the campus has virtually no electronic surveillance.

Lighting on campus is an issue that needs to be addressed and is a critical part of security project programming. There is poor lighting along one of the primary pedestrian paths. The lack of proper lighting creates potential hiding places near the Campus Center building and poses security concerns. There is also poor lighting along the north access road which is used as one of the primary vehicular access roads to drop off children at the Child Development Center and is used to access the Collaborative Studies parking lot. The diagram does not indicate the lighting conditions at this parking lot. Other security measures should be taken into consideration such as the landscaping. The hedges along the perimeter of Hubbard St and Eldridge Ave must not exceed two to three feet, in height, for security purposes. Potential blind spots for pedestrians and the campus shuttle exist along the main campus road, creating a hazardous area.

There is a Sheriff’s Station located in the Plant Facilities building, along the northeast edge of campus. Future expansion of the campus will require the Sheriff’s Department to increase staffing and create a greater presence on the campus and at any future land the College may seek to build future projects upon. The Sheriff’s Department might have a problem with off-site locations because they are difficult to staff and respond to as easily.
Campus Context and Objectives

EXISTING SITE ANALYSIS DIAGRAMS

This diagram illustrates the existing utility line locations for gas, electricity and telephone throughout the existing site. As shown in the diagram, current power is provided by the Los Angeles Department of Water and Power (LADWP) from a primary facility connection at the northeast corner of the site. This facility has the potential to be expanded and/or relocated in order to sustain an increase in power, depending on the demand due to future expansions of the College. All new buildings shall be expected to exceed Title 24 by 20% and meet the energy efficient target as delineated in the Los Angeles Community College District’s Sustainable Building Standards. These standards also require that 15%-25% of the total energy used must be generated by renewable energy sources. One way to accomplish this would be to install solar panels on the roof of Parking Structure A.

The gas line running through the campus is provided by Southern California Gas Company and connects to the line running along Hubbard St at the southwest part of the site. The College provides telephone and internet service, but high speed internet connections services should be investigated further.

This diagram outlines the current slope and drainage conditions of the site. The changes in elevation are identified by color. The site begins to slope from the highest part of the campus at the northwest shown to be a darker color, toward the lowest part of the campus at the southeast corner, shown as a lighter color. At the present time there is no storm drain located at Eldridge Ave. Since the campus is on a hillside area, a slope stability study area, consideration should be given to its relationship to any future development of the site. Thought should also be given to the site terraces that will affect building height, ADA and fire access, and orientation. Any new configuration of proposed buildings and landscape features, including the proposed arroyo through the south campus, should take advantage of the efficiency of the existing grading and topography where possible to minimize future on-site grading and maintain existing drainage patterns.

Campus Context and Objectives

EXISTING SITE ANALYSIS DIAGRAMS

This diagram identifies the existing utility line locations for water and sewer and a proposed future sewer line location for the site. It also illustrates current locations of the fire hydrants, water meters and manholes. Currently the only water connection for the campus is from the 16" water line running along Hubbard St. This will become insufficient if there is any future expansion of the campus. It will be necessary to consider connecting a secondary line from the 16" water line along Hubbard St and/or from the 8" water line along Eldridge Ave. Further analysis is needed to confirm if the demand for water is satisfactory for the existing and proposed areas of the campus. To accommodate the expansion of the campus, the water pressure needs to be maintained at 132 psi to 157 psi. Based on the cost and feasibility, a reclaimed water supply system for irrigation may also be considered.

The existing 6" sewer line running through the campus connects to the existing 8" main sewer line running along Eldridge Ave. The potential future expansion of the campus will require the upgrading of the main sewer line along Eldridge Ave to allow for a future sewer line to be located along this street (see diagram for future sewer line location).

EXISTING SITE ANALYSIS DIAGRAMS

Site Strengths

1. Library/LRC building provides pleasing facade & visual landmark, internal to the campus
2. The Quad provides large open area with great access
3. Site has great views & beautiful scenery
4. Adequate site lighting at night
5. Perimeter planting transitions into adjacent park and golf course landscape
6. Sufficient parking
7. Gathering point at entry to campus is well-utilized
8. Convenient faculty/staff parking
9. Strong pedestrian hierarchy supported by landscape
10. Community outreach
11. Large indoor open spaces for informal gatherings
12. Pedestrian paths provide convenient access of public transportation for students & administration
13. Optimal freeway access
14. Small campus scale and size is intimate and favorable
15. Strong campus core
16. Up-to-date technology
17. Plateau of land ideal for development
Quality Learning Along the Arroyo

Campus Context and Objectives

EXISTING SITE ANALYSIS DIAGRAMS

Site Weaknesses

1. Child Development Center drop-off is not well utilized
2. Common vs. usable space is unfavorable
3. Lack of site furnishings for outdoor study and gathering
4. There is no protection from natural elements (rain or sun) along pedestrian pathways
5. Campus edge is not defined for circulation and first impression
6. Lack of entry gate or "front door"
7. No formally designated student union
8. Suffering from a "space crunch" in which many programs do not have adequate space
9. College is fragmented with some programs housed off-campus
10. Not enough restrooms in populated areas
11. Lower levels of buildings are not easily accessible
12. Significant drop in grading
13. Lack of signage and direction to freeway
14. Sidewalks discontinue
15. Up-rooting of trees raises the sidewalk

LEO A DALY
Mia Lehrer + Associates
EDGE CONDITIONS: KEY PLAN

The key plan, below, indicates the directions from which the photographs on the following pages were taken to illustrate the external and internal perimeters of the existing and extended campuses. The photographs are meant to establish a context for the Master Plan and serve as a reference tool for further Master Plan development and implementation. Bullet point issues supplement the photographs and highlight some of the strengths and weaknesses previously identified and their interaction with the surrounding context.
EDGE CONDITIONS: EXISTING CAMPUS EXTERNAL PERIMETER, NORTH & SOUTH

See Page 26, Key Plan for the directions from which the following photographs are taken.

A. HUBBARD ST. - NORTH

B. HUBBARD ST. - SOUTH

C. EXISTING LAMC CAMPUS SOUTH LOOKING AT EL CARISO GOLF COURSE

D. EXISTING LAMC CAMPUS SOUTH LOOKING AT CAMPUS
EDGE CONDITIONS: EXISTING CAMPUS EXTERNAL PERIMETER, EAST

See Page 26, Key Plan for the directions from which the following photographs are taken.

E. EXISTING LAMC CAMPUS EAST LOOKING AT EL CARISO PARK.....

F. EXISTING LAMC CAMPUS EAST LOOKING AT CAMPUS.....

.....CONTINUED
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EDGE CONDITIONS: EXISTING CAMPUS EXTERNAL PERIMETER, WEST
See Page 26, Key Plan for the directions from which the following photographs are taken.

G. ELDRIDGE ST. - WEST.....

H. ELDRIDGE ST. - EAST.....

See Page 26, Key Plan for the directions from which the following photographs are taken.
EDGE CONDITIONS: EXTENDED CAMPUS EXTERNAL PERIMETER

See Page 26, Key Plan for the directions from which the following photographs are taken.

I. HARDING ST. - NORTH

J. EXTENDED LMC CAMPUS - WEST

K. HARDING ST. - SOUTH

L. HARDING ST. - EAST

M. HARDING ST. - WEST

N. INTERSECTION OF HARDING ST. AND MACLAY ST.

O. MACLAY ST. - SOUTH

P. MACLAY ST. - NORTH
Quality Learning Along the Arroyo

EDGE CONDITIONS: EXISTING AND EXTENDED CAMPUSSES’ INTERNAL PERIMETERS

See Page 26, Key Plan for the directions from which the following photographs are taken.

Q. EXISTING NORTH CAMPUS PANORAMIC VIEW

- Berm can enhance the formal quad with terraced levels for seating, particularly during graduation ceremonies.

R. EXISTING SOUTH CAMPUS PANORAMIC VIEW

- Eldridge may continue through to Maclay in order to relieve traffic congestion through nearby residential neighborhood.

S. HARDING ST. PROPERTY PANORAMIC VIEW

- Eldridge may continue through to Maclay in order to relieve traffic congestion through nearby residential neighborhood.