PROJECT SUMMARY

Department *of* Regional Planning

PROJECT NUMBER:	R2013-00084	**HEARING DATE:**	5/22/2013
APPLICANT / OWNER:	Alliance Media Arts and Ent Design High School/Pacific Charter School Development (PCSD)	**MAP/EXHIBIT DATE:**	4/3/2013

ENTITLEMENT(S):

- Parking Permit RPKP 201300002
- Environmental Assessment No. RENV 201300015

LOCATION:

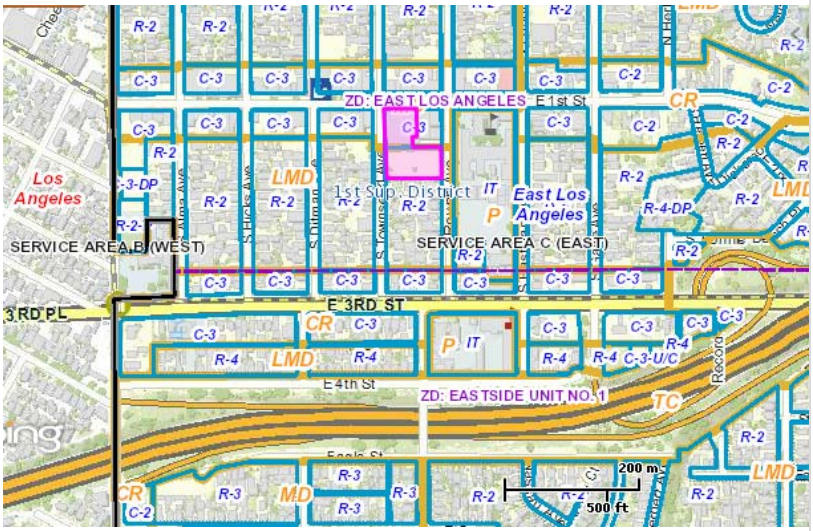
3640 E. 1st Street, East Los Angeles

APN(s):

5232-016-046, -047

GENERAL PLAN / COMMUNITY PLAN / CSD:

- East Los Angeles Community Plan
- East Los Angeles Community Standards District (CSD)



LAND USE DESIGNATION	ZONE	PROPOSED UNITS	SITE AREA	MAX UNITS
MC (Major Commercial) & LMD (Low/Medium Density Residential; 17 du/ac)	C-3 (Unlimited Commercial) & R-2 (Two-Family Residence)	N/A	0.64 acres	N/A

PROJECT OVERVIEW

To establish, operate, and maintain a public charter high school with 600 students and 32 faculty members. The high school is a non-discretionary, permitted use in the C-3 (Unlimited Commercial) zone. The high school is requesting off-site parking to meet its parking requirements. Pursuant to Section 22.56.990, a Parking Permit is required to allow for the usage of offsite parking on an adjacent lot (APN 5232-016-047) that has a charter middle school under construction. This adjacent parking lot is located within the R-2 (Two-Family Residence) zone, which was previously approved for a parking lot by R2011-1275.

The project includes the demolition of the commercial building on the subject parcel APN 5232-016-046 as depicted on the Demolition Plan. An existing 18-panel art mural installed on the façade of the existing commercial building will be removed and reinstalled at the subject property.

ENVIRONMENTAL DETERMINATION (CEQA)

Mitigated Negative Declaration

CASE STATUS

The case was submitted on January 10, 2013, and is calendared for hearing on May 15, 2013.

CASE PLANNER:	PHONE NUMBER:	E-MAIL ADDRESS:
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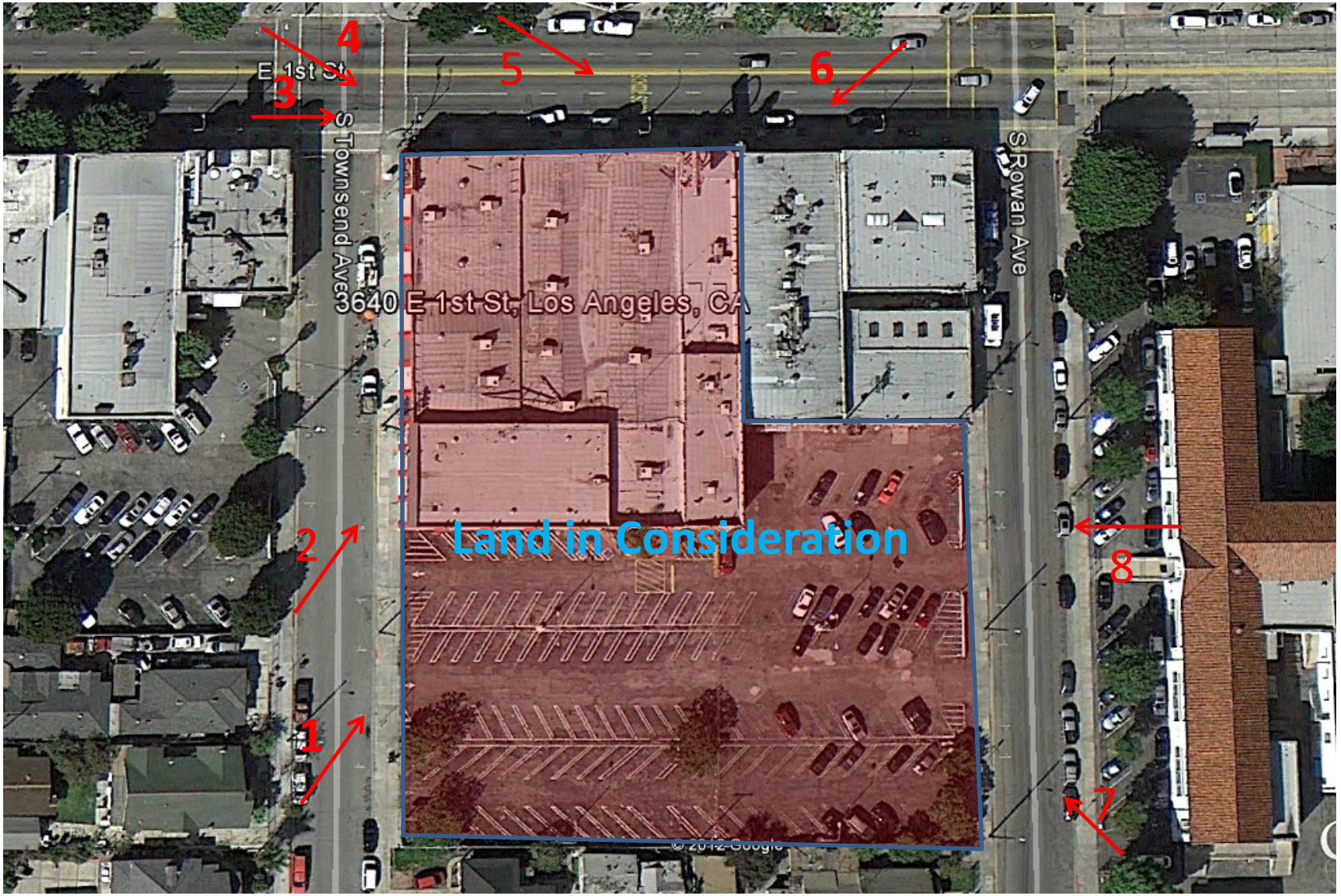
3640 East 1st St, Los Angeles, CA 90063



1) Looking NE from Townsend

2) Looking NE from Townsend

3) Looking E from the corner of First & Townsend

4) Looking SE from the corner of First & Townsend

5) Looking SE from First St.

6) Looking SW from First St.

7) Looking NW from Rowan

8) Looking W from Rowan

Attachment A

Request for Parking Permit and Site Plan Review

3640, 3648 East 1st St., 125, 129, 133 S. Rowan Ave., and 120, 128, 134 S. Townsend Ave., Los Angeles, CA 90063

THE REQUEST

The Applicant, Alliance for College-Ready Public Schools, requests approval of a Parking Permit and Site Plan Review to permit the development of a public charter high school campus in the C-3 Zone and the shared use of a parking lot in the adjoining R-2 zoned parcels.

1) Pursuant to **Section 22.56.990 under Title 22 of the Los Angeles County Code,** the Applicant is requesting a Parking Permit to allow the use of 47 off-site parking spaces in the existing parking lot in the adjoining R-2 zoned parcels, as proposed in the site plan submitted with this application.

PROJECT DESCRIPTION

The project proposes: (1) the construction of an approximately 22,419-square foot, two-story, 31-foot tall high school classroom building containing 20 classrooms and 2 labs, with a 1,645-square foot, two-story 32-foot 6-inch tall multi-purpose room, administrative offices, and rest rooms, in addition to landscaped areas, on C-3 zoned properties totaling approximately 28,030 square feet (0.64 acres); and (2) the use of 47 off-site parking spaces on an adjoining R-2 residentially zoned parking lot to the south, totaling approximately 41,170 square feet (0.94 acres) that has previously been approved for transitional parking. The entire site is bounded by 1st Street on the north, Townsend Avenue on the west, Rowan Avenue and an approved site for a middle school on the east, and single-family residences on the south. The property is currently improved with approximately 42,302 square feet of commercial/retail building on the 1st Street frontage (3640 E. 1st Street), zoned C-3, and a large surface parking lot on the adjoining 6 lots to the south, zoned R-2. The existing commercial/retail building will be demolished and replaced by the proposed classroom building. The existing art mural installed on the 1st Street façade of the commercial/retail building will be removed and re-installed on the façade of the proposed classroom building.

The proposed charter school will be a tuition-free public high school operated by a charter management organization, Alliance for College-Ready Public Schools ("Alliance"), with 30 classroom teachers and administrative staff, and will have an off-site area in the adjoining parking lot for student drop-off and pick-up. There will be no student busing and it is anticipated that 80% - 90% of the high school's student body will live within a 2-mile radius of the school. Regular hours of operation for the high school will be from 7:30 a.m. to 3:30 p.m. Monday through Friday, with 30 teachers and administrative staff. After school programs will be provided from 3:30 pm until 6:00 pm for up to one-half of the students on weekdays. Special events such as graduation, parent conferences, open house, etc., would average 2 events per month and no more than two events on a single day. The school will also have limited activities (such as tutoring, enrichment classes and other learning activities) that would occur on Saturdays in operation from 8:00 am until 12:00 noon. Alliance currently operates a public charter high school, the Media Arts and Entertainment Design Academy High School, split between two temporary locations: at 5156 Whittier Boulevard, in temporary leased space approximately 2 miles from the project site, and sharing space at Ramona High School, located at 231 Alma Avenue, approximately 0.25 miles from the project site, with approximately 297 – 330 students for the 2011/12 school year, which will relocate to the project site as a permanent campus.

On June 13, 2012, Project No. R2011-01275 and Permit No. RPP201101088 were approved by the Director of Regional Planning (the "Director") granting a discretionary Director's Review for transitional parking and a revised Exhibit "A" to ZEC 8906 and CUP 269 for the development of a public charter middle school on the C-3 zoned parcel located at 3650 E. 1st Street (APNs 5232-016-005 and -007), and the re-configuration and improvement of an existing parking lot (APNs 5232-016-008 thru -010 and -034 thru -036). The Director's approval was upheld by the Regional Planning Commission on August 29, 2012. The transitional parking approved for the middle school and the revisions to the parking layout in ZEC 8906 and CUP 269 provide for a redesign of the existing parking lot that will incorporate new landscaped setbacks, the restriping of parking spaces to provide 67 parking spaces, a loading space, a drop-off/pick-up area, and a change in internal circulation. Under this approval, Condition 21 e) provides that 20 of the approved 67 parking spaces, are required for the middle school, and Condition 21 f) provides that until such time as an application is submitted and approved to modify the existing retail building at 3640 E. 1st Street, sufficient parking must be retained for the

use of this nonconforming building. The approval of the requested Parking Permit application will result in the removal of the commercial/retail building and its replacement with a high school building, thereby making 47 parking spaces on the 67-space lot available for use by the proposed high school.

The follow table summarizes the key project information:

High School enrollment	600 students
Lot Area	69,200 SF (1.58 acres) comprised of: 28,030 SF C3 Zone 41,170 SF R2 Zone
Floor Area	22,419 SF
Landscaping	5,425 SF in C3 Zone
Building Height (Zoning Code)	C3 Zone – No height limit Proposed height – classroom building: 31 feet, multi-purpose room: 32' 6"
Building Height (ELA CSD)	C3 Zone – 40 feet Proposed height – classroom building: 31 feet, multi-purpose room: 32' 6"
Building Height (ELA Community Plan)	Major Commercial (C-3 Zone) = 40 feet Proposed Height = classroom building: 31 feet, multi-purpose room: 32' 6"
Height for Fences and Walls (per ELA CSD)	Permitted = Maximum 6 feet Proposed = 6 feet Per CSD, solid masonry wall between 5 and 6 feet along the side and rear property lines.
Parking (see details below)	Required 47 Provided 47
Lot Coverage	C-3 Zone = Maximum 90% occupied by buildings – Total C3 area = 28,030 SF and total building footprint = 15,926 SF, amounting to 56.8% CSD (C-3 Zone) = Maximum 90% Proposed = 56.8% in C-3 Zone
Landscaped Area	C-3 Zone = 10% landscaping (which may include walkways) required CSD Landscape Requirements: C-3 Zone = 5-foot wide buffer strip where parking area adjacent

	to a property line. 5-foot wide buffer strip where commercial zone abuts a residence or residential zone. One 15-gallon tree for every 50 square feet of landscaped area, totaling 102 trees. Permanent irrigation system to be maintained. Provided: 5,425 SF (19%) of landscape area in C-3

PARKING

Currently, an approximately 41,170 square foot R2-zoned area that adjoins the C-3-zoned high school site is improved as surface parking area and does not contain any accessory structures. This large parking lot lies to the south of the existing commercial building at 3640 E. 1st Street. The existing parking lots were approved and expanded over time (the last expansion was granted in 1973) and have existed on the site for several decades. Transitional parking is permitted in the R-2 zone and, as noted above, the Director granted a transitional parking and other related approvals for development of a middle school in Project No. R2011-01275 and Permit No. RPP201101088, which will result in the redesign of the existing parking lot into a 67-space parking lot that meets current standards for landscaping setbacks. The high school project will utilize a total of 47 parking spaces within the 67-space parking lot, which are not required parking for the middle school. These parking spaces will satisfy the Zoning Code requirement for high school parking based on the occupant load for the school's largest multi-purpose room that will be used for public assembly (a 1,645-square foot area). The following table indicates the Code requirement for parking spaces:

Parking for Schools-Section 22.52.1200			
Largest public assembly room square feet	Occupant load per County Engineer	Parking Standard	Amount Required
1,645 SF	7 SF per occupant	1 space for each 5 persons	47 spaces

Total Required for the project	**47**
Total Provided for the project	**47**

The proposed charter high school will have a "no driving" policy that prohibits students from driving to school. The parking area will be used on a daily basis, during the week, by the teachers and administrative staff, and visitors to the school. When special events are scheduled, guests will use the parking area. The parking will also be used by guests visiting the school during special events. The 47 off-site parking spaces will be located generally along the southern perimeter and the compact parking area of the parking lot, as per the approved redesign of this parking area. Within this parking area, an on-site drop-off and pick-up area will be provided, with vehicles entering from Rowan Avenue and exiting onto Townsend Avenue.

SITE LOCATION

The subject property proposed for the high school development consists of 28,030 square feet, according to the Assessor's Map (0.64 acres) and is currently developed with a large commercial retail building along the 1st Street frontage, in the C-3 zone. A large surface parking lot is located to the rear of this building, on an adjoining 41,170 square foot site in the R-2 zone. The subject property proposed for high school development consists of 4 contiguous level lots (Lots 1, 2, 3 and 36 of Block 28, H.T. Hazard's East Side Addition) located on the southeast corner of 1st Street and Townsend Avenue, in the unincorporated area of East Los Angeles. The property is bordered: to the north by C-3 zoned properties, across 1st Street; to the west by C-3 and R-2 zoned properties across Townsend Ave.; to the east by C-3 zoned parcels and IT-zoned property across Rowan Ave; and adjacent to the south, by R-2 zoned properties.

SITE DESIGNATIONS

The entire site is located within the East Los Angeles Community Standards District. The approximately 28,030 square foot proposed high school site fronting on 1st Street (3640 E. 1st St.) and fully improved with the existing commercial retail building, is designated "Major Commercial" under the land use category of the Los Angeles County General Plan and zoned C-3 (unlimited commercial). The approximately 41,170 square foot parking lot south of that commercial zone is designated "Low Medium Density Residential" under the land use category of the Los Angeles County General Plan and zoned R-2 (two-family residence).

According to the Los Angeles County Tax Assessor records, the high school site on E. 1st Street and the parking lot site include the following Assessor Parcel Numbers, Lot numbers (of Block 28, H.T. Hazard's East Site Addition, and property addresses:

APN#	LOT #	ADDRESS
5232-016-045 **	Lots 1, 2 and 36	3640 East 1st Street
5232-016-004 **	Lot 3	3648 East 1st Street
5232-016-008	Lot 7	125 South Rowan Avenue
5232-016-009	Lot 8	129 South Rowan Avenue
5232-016-010	Lot 9	133 South Rowan Avenue
5232-016-036	Lot 35	120 South Townsend Avenue
5232-016-035	Lot 34	128 South Townsend Avenue
5232-016-034	Lot 33	134 South Townsend Avenue
** These two APNs were tied together under Certificate of Compliance RCOC 2011 00219, and given a new APN of 5232-016-046		

SURROUNDING USES

The developments on the adjacent geographical directions to the north, east, south and west are described below:

North: To the north, across 1st Street in the C-3 zone, the entire block is developed with commercial retail and service uses.

East: To the east, across Rowan Avenue, the property is developed with the Belvedere Elementary School in the IT zone, and on the adjoining C-3 zoned parcel on 1st Street, the existing commercial building site has been approved for the development of a 2-story charter middle school.

South: Properties immediately adjacent to the south, at the rear of the high school site, are zoned R-2 and are improved with a parking lot, and properties south of the parking lot are also zoned R-2 and developed single- and multi-family residential dwellings.

West: To the west, the property is developed with commercial office uses fronting on 1st Street in the C-3 zone, and, south of those properties, a surface parking lot and single- and multi-family residential dwellings in the R-2 zone.

PREVIOUS CASES

Project No. R2011-01275 and Permit No. RPP201101088: On June 13, 2012, the Director of Regional Planning granted a discretionary Director's Review for transitional parking and a Revised Exhibit "A" to ZEC 8906 and CUP 269 associated with the Applicant's development of a public charter middle school on an adjoining C-3 zoned parcel to the east (APN 5232-016-005) and on the existing R-2 zoned parking lot that is also part of the proposed high school site. This approval authorized the development of a 67-space redesigned parking lot incorporating new landscaped setbacks, the restriping of parking spaces, a drop-off/pick-up area, and a change in internal circulation, that will sufficiently serve the proposed middle school with 20 required parking spaces, and will serve the existing non-conforming retail development on 3640 E. 1st Street until subsequent applications for that site are submitted and approved that result in different parking requirements. The Director's approval was upheld on appeal by the Regional Planning Commission on August 29, 2012.

Variance Case No. 245-(3): On June 5, 1974, the Regional Planning Commission granted a variance to construct a two story addition to an existing store in the C-3 Zone at 3640 East First Street. The Commission modified the application of Zoning Ordinance No. 1494 to the following properties: Lots 1, 2, 3, 4, 6, 7, 8. 9, 33, 34, 35, and 36 in Block 28 of H.T. Hazard's East Side Addition. Condition No. 10 reads: "That all parking lots on the subject property and under this ownership shall be maintained for the exclusive use of the subject commercial property." The Factual Data Report indicated that the existing store exceeds 50% lot coverage on property that is partly zoned C-3 and partly zoned R-2 and that the proposed two story addition would provide an additional 4,560 square feet of floor area and that as a result, "the parcel involved would have 100% lot coverage."

Zone Change Case No. 6038-(3): On February 19, 1974, the Board of Supervisors adopted a change of zone from R-2 to C-3 for the property described as "a rectangularly shaped parcel of approximately 0.31 acres located between South Rowan Avenue and South Townsend Avenue with frontages beginning 135 feet southerly of the intersections of said streets and East First Street and extending 50 feet southerly on South Rowan Avenue and South Townsend Avenue and having a uniform east-west dimension of 264 feet." On January 9, 1974, the Regional Planning Commission recommended the zone change to the Board of Supervisors, making a finding that the "recommended zoning will recognize the existing use and in addition will permit a needed expansion which will serve to enhance the value of this commercial facility to the community." The Hearing Report indicated that the westerly portion of the two lots had a portion of an existing store building on it and that the applicant proposed to build a small addition which was needed to make the store more functional. The Zone Change included Lots 6 and 36 in Block 28 of the H.T. Hazard's East Side Addition.

Conditional Use Permit No. 269-(3): On June 13, 1973, the Regional Planning Commission granted a permit to convert a residential lot (developed with five residential units) into a parking lot that would be combined with existing parking. The permit included property described as Lot 9 of Block 28, Hazard's East Side Addition. According to the Factual Data Report, Exhibit "A" indicated that the layout of the proposed 20 space parking lot was to be developed in conjunction with existing parking lots located adjacent to the north and to the west. Walls between the existing and proposed parking areas would be removed to permit one way traffic flow from Townsend to Rowan Avenue. The required landscaping and 42 inch walls would encroach into the front setback area. A parking lot sign within the setback was also proposed. On June 13, 2012, a new Exhibit "A" was approved by the Director of Planning to redesign the parking area as part of a new charter middle school development.

Zone Exception Case No. 8906-(3): On September 24, 1968, the Regional Planning Commission granted an exception from Zoning Ordinance No. 1494 to establish, operate and maintain an off-street parking lot to be used in conjunction with an existing parking facility adjacent to the north. The exception included property described as Lot 33 of Block 28 of H.T. Hazards Eastside Addition. According to the Factual Data Report, Exhibit "A" indicated a

proposed 18-space parking lot to be developed adjacent to an existing 102-space parking facility. The wall between the existing and proposed parking areas would be removed to provide one way traffic flow from Townsend Avenue to Rowan Avenue. Concrete block walls approximately 6 feet high were proposed on the easterly and southerly property lines. Also proposed was a three foot eight inch high wall fronting on Townsend Avenue to match the existing wall to the north. A set back encroachment is also indicated. The Factual Data Report indicated that the subject property was developed with a single family residence. On June 13, 2012, a new Exhibit "A" was approved by the Director of Planning to redesign the parking area as part of a new charter middle school development.

Zone Exception Case No. 2082-(3): On July 12, 1955, the Regional Planning Commission granted an exception to establish, operate and maintain a parking lot and that the 20 foot R-2 front yard setback be modified to allow parking within 2 feet of the property lines along Rowan and Townsend Avenues. The exception from Zoning Ordinance No. 1494 included property described as Lots 6, 7, 8, 34, 35 and 36 of Block 28 of H.T. Hazard's East Side Addition. The Hearing Report indicated that the existing parking lot on the north portion of the subject property was established by Zone Exception Case No. 643, subject to the condition that "no parking be permitted within a 15-foot setback adjoining Rowan and Townsend Avenues."

Zone Exception Case No. 643: On July 11, 1951, the Regional Planning Commission granted an exception from Zoning Ordinance No. 1494 to allow R-2 zoned property to be used for a parking lot and to build an outside addition to house a refrigeration unit for a market. The exception included property described as Lots 6, 7 and 35, Block 28 of H.T. Hazard's East Side Addition. The exception was subject to a condition that "no parking be permitted within a 15-foot setback adjoining Townsend and Rowan Avenues." The Zoning Board recommendation noted that "the 6' masonry wall is a standard requirement even in Zone 'P'." The "P" Zone development regulation, in Section 261 of the Zoning Ordinance, required that where a parcel adjoins a residential zone, "a six-foot masonry wall shall be erected and maintained on the side of the area in Zone P which adjoins such lot or parcel of land. Such wall shall not extend into the front yard or side yard setback required on such area in Zone 'P'."

RCUP HP 85005: Housing Permit for 2 to 4 unit apartment building was approved on December 4, 1985.

RBUS 201000165: Change of ownership of new ranch market food establishment was approved on April 8, 2010.

RPP 200800845: Tenant improvement for two buildings was denied due to inactivity in November 2010.

EF 063666: Enforcement action taken on banners.

EF 971312: Citation issued for banners and unpermitted signs.

Zone Exception Case No. 2431. Department of Regional Planning files indicate that this case relates to property located at 11604 Aviation Blvd.

PARKING PERMIT

Pursuant to Section 22.56.990 under Title 22 of the Los Angeles County Code, the Applicant is requesting a Parking Permit to allow the proposed high school to use 47 off-site parking spaces in the existing parking lot in the adjoining R-2 zoned parcels, which will be reconfigured and developed as approved under Project No. R2011-01275 and Permit No. RPP201101088 as part of a middle school development site on the C-3 zoned parcel to the east, as proposed in the site plan submitted with this application, based on the following facts:

A. That the number of parking spaces required by Chapter 22.52 for the high school will be provided.

The number of parking spaces required for schools with assembly areas, under Chapter 22.52, is calculated based on the size of the largest public assembly room and the occupant load, as determined by the County Engineer. In this case, the largest public assembly space that the high school will have is a multi-purpose room 1,645 square feet in size. The County Engineer has determined that the occupant load for such a space is seven square feet per occupant. Under Section 22.52.1200, one parking space is required for each 5 occupants. These factors result in a requirement for 47 parking spaces (1,645 ÷ 7 = 235 persons; 235 ÷ 5 = 47 spaces).

These 47 parking spaces will be located in the existing parking lot that adjoins the high school building site, to the south, which was approved by the Director under Project No. R2011-01275 and Permit No. RPP 201101088, to provide 20 transitional parking spaces (to serve a 20-classroom middle school on an adjoining parcel to the east), as part of the redesign of the existing parking lot into a 67-space parking lot that meets current zoning standards for landscaping and setbacks. Conditions 21 b), c), e) and f) of the Director's approval provide as follows:

> 21. This grant allows for the establishment, operation and maintenance of a middle school as depicted on the approved Exhibit "A", subject to the following conditions:
>
> . . .

b) This grant allows for transitional parking within 100 feet from the zone boundary of R-2 and C-3, in so far as, the development follows these Findings & Conditions.

c) This grant allows for a revised exhibit "A" to land use cases ZEC8906 and CUP269 for the southern 50 feet of the parking lot.

. . .

e) County Code requires 20 parking spaces be provided as one is required per each classroom at the middle school and be located within 500 feet. The property is proposed to provide 67 parking spaces. The required parking spaces shall be continuously available for vehicular parking only and shall not be used for any unauthorized use. All required parking spaces shall be kept clear and open for guests and staff. Student parking is prohibited, per application.

f) Until such time as an application is submitted and approved to modify the existing retail building to the west of the proposed middle school, sufficient parking must also be provided for this non-conforming retail building due to parking standards. The original building was built prior to 1951 with no specific parking requirements. An addition of 4,564 square feet, including a second story, was added to the back of the shoe store in 1974. An ordinance of 1958 required retail parking to be at 1 parking space per 400 square feet.

The high school project will utilize the remaining 47 parking spaces within the 67-space parking lot, which are not required parking for the middle school. Approximately 12 of the 47 spaces were required to be maintained for the benefit of the existing retail building on the high school site, which will be replaced by the new high school classroom building.

B. That there will be no conflicts arising from special parking arrangements allowing shared facilities, tandem spaces or compact spaces because:

As noted above, the reconfiguration of the parking lot to the south was approved by the Director to provide transitional parking that would serve a new middle school and provide interim parking for an existing non-conforming retail building until such time as a new project is approved on the retail building site. The new high school building will replace the existing retail building, thus eliminating the use of the parking lot for non-school parking. The newly re-designed parking lot

incorporates required landscaping, the restriping of parking spaces, the inclusion of a drop-off/pick-up area, and a change in internal circulation, with a one-way circulation within the parking lot with access to the site from Rowan Avenue and exit onto Townsend Avenue. The high school's students will be prohibited from driving to school and parking, and students not walking or using public transit available on 1st Street will use the drop off and pick up area.

C. That off-site facilities, leases of less than 20 years, rear lot transitional parking lots and uncovered residential parking spaces will provide the required parking for uses because:

The parking lot is currently owned by PCSD 3640 1st Street, LLC, which is affiliated with Pacific Charter School Development, Inc., a non-profit public benefit corporation that works with high-performing charter school operators to identify promising sites near overcrowded and/or under-performing public school facilities, for the development and expansion of successful charter schools and charter school facilities. Pacific Charter assists in the acquisition and development of charter school facilities, and then either transfers or leases the site and the completed charter school facilities to individual charter school operators. In this case, Pacific Charter will enter into a lease with Alliance for its use of 47 spaces and related areas, in connection with the operation and maintenance of the proposed high school. The location of the parking lot, adjoining the high school and middle school sites, is conveniently accessible to the school uses.

D. That the requested parking permit at the location proposed will not result in traffic congestion, excessive off-site parking, or unauthorized use of parking facilities developed to serve surrounding property.

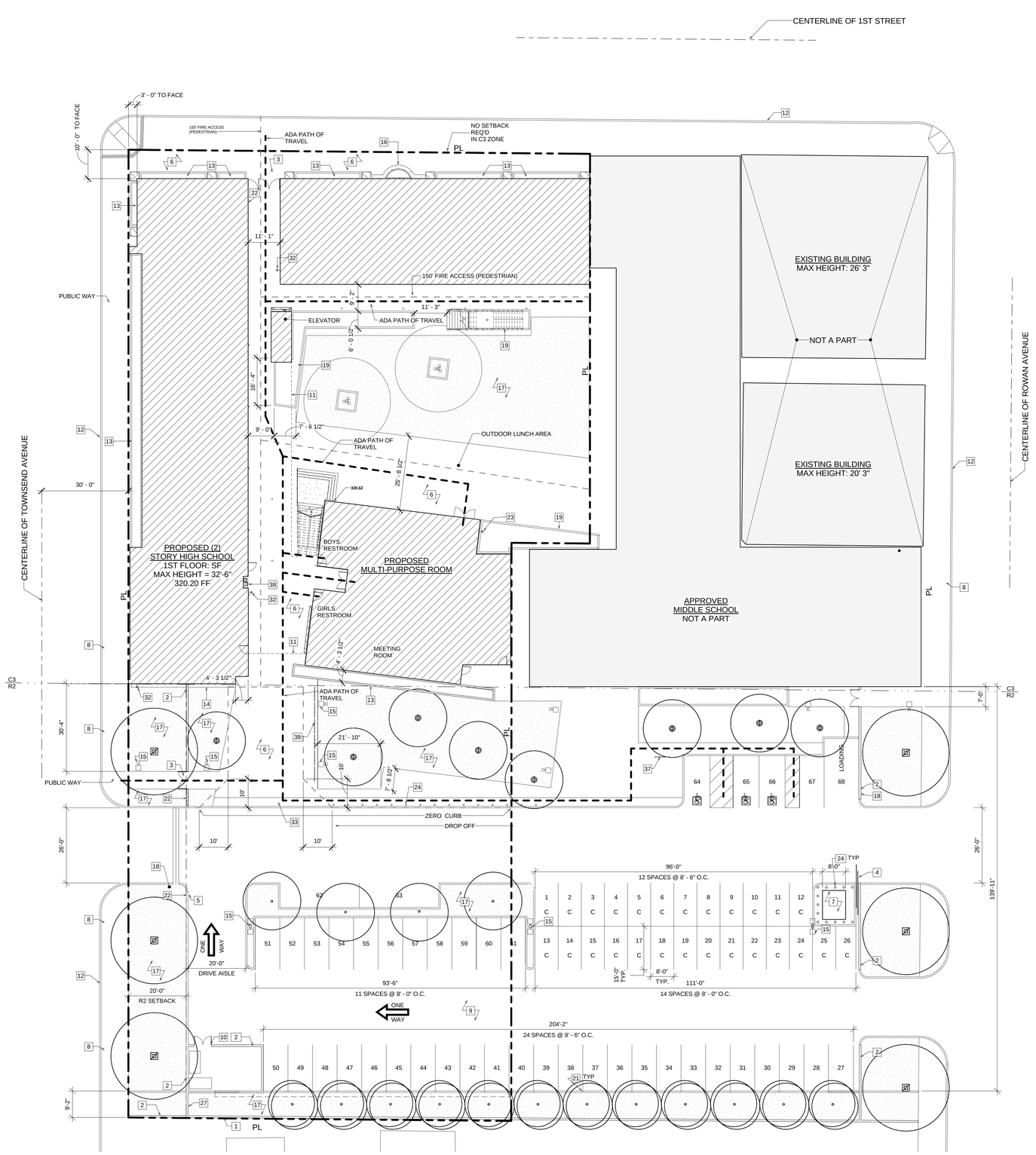
The 6 lots that constitute the reconfigured 67-space parking lot have been developed and used for many years for parking that served the adjoining commercial uses on 1st Street. The approval of a Parking Permit for the high school, together with the existing transitional parking approval of the adjoining middle school, will continue that pattern of usage. The project site is located in an already developed area, with established infrastructure, that is adequately served by existing streets and highways that can handle the traffic. The parking lot will provide the

number of parking spaces required for each school and students will be prohibited from driving to school and parking.

E. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, loading facilities, landscaping and other development features prescribed in this Title 22.

The C-3 zoned site, where the high school development is proposed, is a corner parcel approximately 28,030 square feet in size. As detailed above, the proposed high school building site will comply with the yards, walls, landscaping and other facilities prescribed in Title 22. Although building setbacks are not required in the C-3 zone, the proposed high school building will observe a 10-foot setback along the 1st Street frontage to improve the visibility of the art mural that will be re-installed on the building's 1st Street façade.

The parking lot site is approximately 41,170 square feet in size and rectangular in shape, composed of six lots that extend between Rowan Avenue and Townsend Avenue. As noted above, the Director, in Project No. R2011-01275 and Permit No. RPP201101088, determined that the reconfigured parking lot would meet all yard and setback requirements for the R-2 zone. The high school will share the use of this parking lot with the middle school, and will not change any of its approved landscaping, setbacks or circulation pattern.



NOTE: "PATH OF TRAVEL (P.O.T.) AS INDICATED IS A BARRIER FREE ACCESS ROUTE WITHOUT ANY ABRUPT VERTICAL CHANGES EXCEEDING 1/2" BEVELED AT 1:2 MAXIMUM SLOPE, EXCEPT THAT LEVEL CHANGES DO NOT EXCEED 1/4" VERTICAL AND IS AT LEAST 48" WIDE. SURFACE IS SLIP RESISTANT, STABLE, FIRM, AND SMOOTH. CROSS-SLOPE DOES NOT EXCEED 2% AND SLOPE IN THE DIRECTION OF TRAVEL IS LESS THAN 5% UNLESS OTHERWISE INDICATED. (POT) SHALL BE MAINTAINED FREE OF OVERHANGING OBSTRUCTIONS TO 80" MINIMUM (1133B.8.2) AND PROTRUDING OBJECTS GREATER THAN 4" PROJECTION FROM WALL AND ABOVE 27" AND LESS THAN 80" (1133.8.6). ARCHITECT TO VERIFY THAT THERE ARE NO BARRIERS IN THE PATH OF TRAVEL, AND THE PATH OF TRAVEL COMPLIES WITH CBC 1133B.

TOTAL SITE AREA

TOTAL SITE AREA (C3 AND R2)	69,200 SF

AREA ANALYSIS PER ZONE

TOTAL C3 AREA	28,030 SF	%
TOTAL BUILDING FOOTPRINT IN C3	15,926 SF	57%
TOTAL LANDSCAPED AREA IN C3	5,425 SF	19%
TOTAL HARDSCAPED AREA IN C3	6,679 SF	24%
TOTAL R2 AREA	41,170 SF	

PARKING REQUIRED ANALYSIS

USE	MULTI-PURPOSE ROOM
AREA	1,645 SF
OCCUPANCY	ASSEMBLY W/O FIXED SEATS
ALLOWABLE AREA PER OCCUPANT	7 SF
PARKING REQUIREMENT	1 SPACE FOR EVERY 5 OCCUPANTS
REQUIRED PARKING CALCULATION	1,645 SF / (7 SF) x 5 OCCUPANTS = 47 PARKING SPACES
TOTAL PARKING PROVIDED	48 SPACES, INCLUDING ACCESSIBLE AND LOADING, IN ADJOINING LOT

BUILDING AREA TABLE

TOTAL (E) BUILDING AREA TO BE DEMOLISHED	42,302 SF
TOTAL (N) BUILDING AREA TO BE BUILT	22,419 SF

PATH OF TRAVEL

PROPERTY LINE

DRIVEWAY NOTES

1. THE PROPSED DRIVEWAYS ON ROWAN AVENUE SHALL BE RESTRICTED TO INGRESS ONLY. THE DRIVEWAY ON TOWNSEND AVENUE SHALL BE RESTRICED TO EGRESS ONLY. APPROPRIATE SIGNAGE SHALL BE INSTALLED AT THE DRIVEWAYS TO THE SATISFACTION OF PUBLIC WORKS.

2. THERE SHALL BE NO LANDSCAPING OR OTHER OBSTRUCTIONS ABOVE 3 FEET IN HEIGHT WITHIN 10 FEET OF THE PROPOSED DRIVEWAY.

FIRE DEPARTMENT NOTES

1. FIRE DEPARTMENT VEHICULAR ACCESS ROADS MUST BE INTALLED AND MAINTAINED IN A SERVICEABLE MANNER PRIOR TO AND DURING THE TIME OF CONSTRUCTION. FIRE CODE 501.4.

2. BUILDING ADDRESS NUMBERS SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE NUMBERS SHALL BE A MIN. 4" HIGH WITH A STROKE WIDTH OF .5". FIRE CODE 505.1

3. THE REQUIRED FIRE FLOW FOR PUBLIC FIRE HYDRANTS AT THIS LOCATION IS 2125 GPM, AT 20 PSI RESIDUAL PRESSURE, FOR A DURATION OF 2 HOURS OVER AND ABOVE MAX. DAILY DOMESTIC DEMAND. FIRE CODE 508.3 AND FIRE DEPT. REGULATION 8.

4. THE REQUIRED FIRE FLOW FOR ON-SITE FIRE HYDRANTS AT THIS LOCATION IS 1250 GPM AT 20 PSI RESIDUAL PRESSURE. WHEN TWO OR MORE ON-SITE HYDRANTS ARE REQUIRED, THE FIRE FLOW SHALL BE 2500 GPM, WITH EACH ON-SITE FIRE HYDRANT BEING CAPABLE OF FLOWING 1250GPM AT 20 PSI RESIDUAL PRESSURE. FIRE CODE 508.5.1 AND FIRE DEPT. REGULATION 8.

5. ALL FIRE HYDRANTS SHALL MEASURE 6" X 4" X 2-1/2", BRASS OR BRONZE, CONFORMING TO AMERICAN WATER WORKS ASSOCIATION STANDARD C503, OR APPROVED EQUAL; AND SHALL BE INSTALLED IN COMPIANCE WITH FIRE DEPT. REGULATION 8. FIRE CODE 508.1.1.

6.ALL REQUIRED PUBLIC FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND ACCEPTED PRIOR TO BEGINNING CONSTRUCTION. FIRE CODE 501.4.

7. PLANS SHOWING UNDERGROUND PIPING OF ON-SITE FIRE HYDRANTS SHALL BE SUBMITTED TO SPRINKLER PLAN CHECK UNIT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. FIRE CODE 901.2.

8. THE INSPECTION, HYDROSTATIC TEST AND FLUSHING OF THE UNDERGROUND FIRE PROTECTION PIPING SHALL BE WITNESSED BY AN AUTHORIZED FIRE DEPT REP AND NO UNDERGROUND PIPING OR THRUST BLOCKS SHALL BE COVERED WITH EARTH OR HIDDEN FROM VIEW UNITL THE FIRE DETP REP HAD BEEN NOTIFIED AND GIVEN NOT LESS THAN 48 HOURS IN WHICH TO INSPECT SUCH INSTALLATIONS. FIRE CODE 901.5.

9. THE MEANS OF EGRESS TRAVEL SHALL BE ILLUMINATED AT ANY TIME THE BUILDING IS OCCUPIED WITH A LIGHT INTENSITY OF NOT LESS THAN 1 FOOT CANDLE AT THE WALKING SURFACE LEVEL. BUILDING CODE 1006.2.

10. PORTABLE FIRE EXTINGUISHER SHALL BE INSTALLED IN LOCATIONS AS REQUIRED BY FIRE CODE 906.

11. DUMPSTERS AND CONTAINERS WITH AN INDIVIDUAL CAPACITY OF 1.5 CUBIC YARDS OR MORE SHALL NOT BE STORED IN BUILDINGS OR PLACED WITHIN 5 FEET OF COMBUSTIBLE WALLS, OPENINGS OR COMBUSTIBLE ROOF EAVES, UNLESS AREAS CONTAINING DUMPSTERS OR CONTAINERS ARE PROTECTED BY AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM. FIRE CODE 304.3.3.

12. ASSEMBLY AREAS NOT CLASSIFIED AS AN ASSEMBLY OCCUPANCY, IN A GROUP E OCCUPANT LOAD OF 50 OR MORE SHALL NOT BE PROVIDED WITH A LATCH OR LOCK UNLESS IT IS PANIC HARDWARE OR FIRE EXIT HAZARD WARE. BUILDING CODE 1008.1.9.

13. INTERIOR FINISH SHALL BE PROVIDED IN ACCORDANCE WITH BUILDING CODE 801 AND TABLE 803.5.

14. CURTAINS, DRAPERIES, HANGINGS AND OTHER DECORATIVE MATERIALS SUSPENDED FROM WALLS OR CEILINGS SHALL MEET THE FLAME PROPAGATION PERFORMANCE CRITERIA OF NFPA701. BUILDING CODE 806.

15. EVERY BUILDING USED FOR EDUCATIONAL PURPOSES, REGARDLESS OF OCCUPANCY CLASSIFICATION, SHALL BE PROVIDED WITH AN APPROVED FIRE ALARM SYSTREM. SUBMIT PLANS TO THE FIRE ALARM PLAN CHECK UNIT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. BUILDING CODE 907.2.3.2

16. COMPLY WITH BUILDING CODE 1008.2 REGARDING GATES. LOCKING DEVICES ARE TO COMPLY WITH LA COUNTY FIRE REGULATION #5.

17. A KEY BOX SHALL BE PROVIDED AND MAINTAINED AT EACH GATE, IN ACCORDANCE WITH FIRE CODE 506, AND AS SET FOTH IN FIRE DEPT. REGULATION 5.

SITE PLAN KEYNOTES

1. (E) BLOCK WALL TO REMAIN
2. 6' HIGH BLOCK WALL WITH PLASTER FINISH
3. 6' HIGH WROUGHT IRON GATE WITH PANIC HARDWARE, SEE PLAN FOR WIDTH.
4. 6' HIGH WROUGHT IRON ELECTRIC ROLLING AUTO-GATEE
5. 6' HIGH WROUGHT IRON MANUAL ROLLING AUTO-GATE
6. CONCRETE PAD OR WALK, NATURAL GRAY, TOPCAST #5. SEE CIVIL DWGS FOR EXPANSION AND JOINT LAYOUT.
7. (N) TRANSFORMER ON CONCRETE PAD WITH FILLED 4" STEEL BOLLARDS SURROUNDING
8. NOT USED
9. ASPHALT, REFER TO CIVIL GRADING PLAN
10. TRASH / RECYCLING ENCLOSURE
11. LINE OF 2ND FLOOR ABOVE
12. FACE OF CURB
13. RAISED SUSUMP PLANTER, REFER TO LANDSCAPE
14. FIRE SPRINKLER RISER CLOSET
15. POLE MOUNTED LIGHT FIXTURE
16. (N) WATER FEATURE W/ SEATING
17. PLANTING AREA
18. KEYPAD TO OPERATE ELECTRIC GATE
19. PLANTER
20. NOT USED
21. 4" SLOT IN CURB @ 8'-6" O.C., TYP.
22. KNOX BOX @ WALL
23. NOT USED
24. FILLED 4" STEEL PIPE BOLLARD
25. NOT USED
26. NOT USED
27. NOT USED
28. NOT USED
29. NOT USED
30. NOT USED
31. NOT USED
32. HOSE BIBB TO BE RECESSED IN WALL W/ KEY ACCESS
33. TRUNCATED DOME PAVERS 1'-0" X 1'-0", TYP. IN HATCHED AREA.
34. NOT USED
35. NOT USED
36. NOT USED
37. BIKE RACK W/ PARKING FOR 5 BIKES
38. ACCESSIBLE DRINKING FOUNTAIN
39. BIKE RACKS W/ PARKING FOR 30 BIKES

SITE PLAN GENERAL NOTES

1. ESTIMATED GRADING QUANTITIES AS FOLLOWS: CUT=250 CUBIC YARDS, FILL= 0 CUBIC YARDS, OVEREXCAVATION= 4,400 CUBIC YARDS, NET= 250 CUBIC YARDS

2. PROPSED PROJECT TO BE IN FULL COMPLIANCE WITH CALIFORNIA GREEN BUILDING ORDINANCE, OR CALGREEN.

3. LANDSCAPING TO BE IN COMPLIANCE WITH DROUGHT TOLERANT PLANT REQUIREMENTS.

4. THE GOVERNING BOARD OF EVERY PUBLIC SCHOOL DISTRICT, AND THE GOVERNING AUTHORITY OF EVERY PRIVATE SCHOOL WHICH MAINTAINS ANY BUILDING USED FOR THE INSTRUCTION OR HOUSING OF SCHOOL PUPILS ON LAND ENTIRELY ENCLOSED BY FENCES OR WALLS, SHALL, THROUGH COOPERATINO WITH THE LOCAL LAW ENFORCEMENT AND FIRE-PROTECTION AGENCIES HAVING JURISDICTION OF THE AREA, MAKE PROVISIONS FOR THE ERECTION OF GATES IN SUCH FENCES OR WALLS. THE GATES SHALL BE OF SUFFICEIENT SIZE TO PERMIT THE ENTRANCE OF THE AMBULANCES, POLICE EQUIPMENT AND FIRE-FIGHTING APPARATUS USED BY THE LAW ENFOURCEMENT AND FIRE PROTECTION AGENCIES. THERE SHALL BE NO LESS THAN ONE SUCH ACCESS GATE AND THERE SHALL BE AS MANY SUCH GATES AS NEEDED TO ASSURE ACCESS TO ALL MAJOR BUILDINGS AND GROUND AREAS. IF SUCH GATES ARE TO BE EQUIPPED WITH LOCKS, THE LOCKING DEVICES SHALL BE DEISGNED TO PERMIT READY ENTRANCE BY THE USE OF THE CHAIN OR BOLT CUTTING DEVIES WITH WHICH THE LOCAL LOW ENFORECEMENT AND FIRE PROTECTION AGENCIES MAY BE EQUIPPED.

5. THE WASTE STORAGE AREA SHALL BE GRADED SO THAT STORAGE CONTAINERS REMAIN AT REST W/O AUXILIARY RESTRAINING DEVICES.

LEGEND

PROPOSED HIGH SCHOOL

LANDSCAPED AREA

TACTILE PAVING, TRUNCATED DOMES

ACCESSIBLE PATH OF TRAVEL

PL PROPERTY LINE

Scale: 1/16" = 1'

0' 8' 16' 32' 50'

PROJECT

ALLIANCE MEDIA ARTS AND ENTERTAINMENT HIGH SCHOOL

3640 East 1st Street
Los Angeles, CA 90063

Assessor I.D. Numbers:
5232-016-034
5232-016-045
5232-016-036
5232-016-008
5232-016-035
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REGISTERED PROFESSIONAL ARCHITECT
RICHARD PAUL BERLINER
Lic. No. C 12823
STATE OF CALIFORNIA

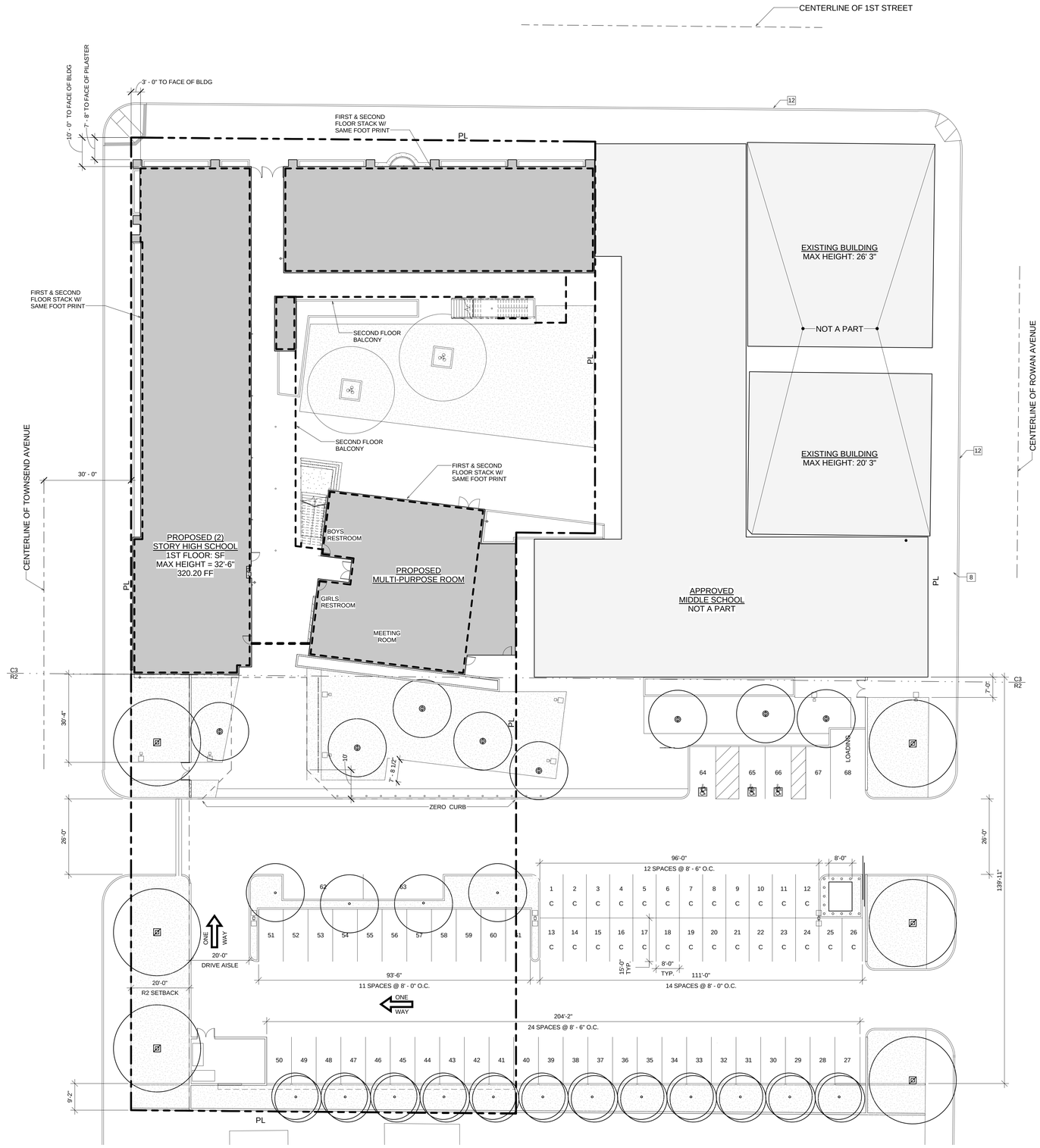
Site Plan

ISSUES	
DSA SUBMITTAL	12/22/2011
PARKING PERMIT	1/10/2013
PARKING PERMIT	1/25/2013
PARKING PERMIT	3/14/2013

Job Number: 11-04.2

Description: Site Plan

A100



LEGEND

INDICATES OUTLINE OF SECOND FLOOR

Scale: 1/16" = 1'

0' 8' 16' 32' 50'

PROJECT

ALLIANCE MEDIA ARTS AND ENTERTAINMENT HIGH SCHOOL

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RICHARD PAUL BERLINER
Lic. No. C 12823
STATE OF CALIFORNIA

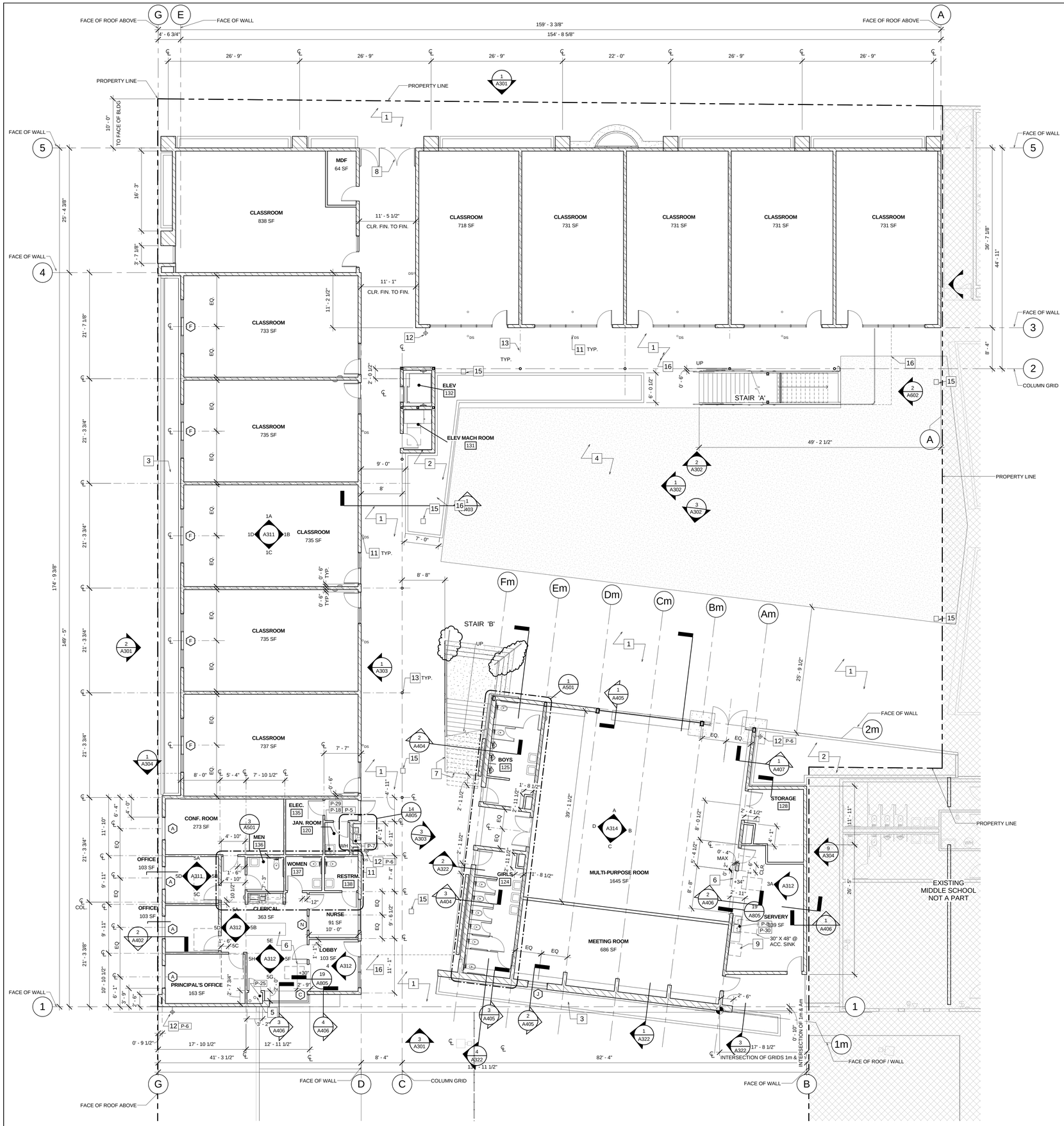
FIRST & SECOND FLOOR BLDG. FOOT PRINT

ISSUES	
DSA SUBMITTAL	12/22/2011
PARKING PERMIT	1/10/2013
PARKING PERMIT	1/25/2013
PARKING PERMIT	3/14/2013

Job Number: 11-04.2

Description: FIRST & SECOND FLOOR BLDG. FOOT PRINT

A101



FLOOR PLAN GENERAL NOTES

1. REFER TO A521 FOR TYPICAL CLASSROOM INTERIOR ELEVATIONS.

2. ALL DIMENSIONS ARE TO FINISHED FACE OF WALL.

3. FLOOR SUBSTRATE IS SLAB ON GRADE CONCRETE. SUBSTRATE TO BE PREPARED FOR SMOOTH APPLICATION OF THE FLOOR, FINISHED AND SEALED.

4. WALL CONSTRUCTION IS WOOD STUDS. WALLS TO BE STRAIGHT AND PLUMB, 1/4" / 10'-0" TOLERANCE.

5. AUTOMATIC FIRE ALARM SYSTEM TO BE PROVIDED THROUGHOUT, REFER TO GENERAL NOTES, SHEET A001.

6. MONITORED FIRE SPRINKLER SYSTEM TO BE PROVIDED THROUGHOUT, REFER TO GENERAL NOTES, SHEET A001.

7. FOR TYPICAL WALL CURB DETAILS, REFER TO 20/A802, 10/A803 AND 11/A803.

8. SEE ENLARGED PLANS FOR NOTES AND PARTITION TYPES WHERE KEYED.

9. FOR REFERENCE, FINISH FIRST FLOOR IS SET TO 0'-0".

10. MDF ROOM 130, ALL WALLS TO BE COVERED WITH 1" FIRE TREATED PLYWOOD TO 8' HIGH.

11. PROVIDE 16 GA. FLATBACKING FOR PROJECTOR SCREENS, MARKERBOARDS, TACKBOARDS, AND MILLWORK FASTENED TO WALLS.

12. RESTROOMS 124, 125, 224, AND 225 TO HAVE A DEPRESSED SLAB, MINIMUM OF 4" TO ALLOW FOR TILE FLOOR SLOPED TO FLOOR DRAINS.

13. FOR LIGHT SWITCH AND THERMOSTAT LOCATIONS, REFER TO SHEETS A221, A222.

14. SEE DOOR SCHEDULE FOR ALUMINUM STOREFRONT WINDOW TYPES.

FLOOR PLAN KEYNOTES

1. CONCRETE PAVING
2. PLANTER
3. RAISED SUSUMP PLANTER (SD 13 / c1.31)
4. LANDSCAPE
5. FIRE SPRINKLER RISER
6. COUNTER TOP, PLASTIC LAMINATE
7. CONCRETE PLINTH UNDERNEATH STAIRS
8. FIRE DEPARTMENT ACCESS, (3) 6'-0" HIGH EMERGENCY EGRESS WROUGHT IRON GATES, W/ PANIC HARDWARE, AND KNOX BOX.
9. REFRIGERATOR, N.I.C., NOT A PART OF DSA APPROVAL
10. GUARDRAIL (5 / A804 — 6 / A804)
11. DOWNSPOUT TO BE TIED INTO STORMDRAIN. AT NORTH BUILDING DS TO LEAD TO DRAINS AT SECOND FLOOR BALCONY AND CANOPY. AT WEST BUILDING, DS TO LEAD TO DRAINS AT SECOND FLOOR BALCONY ONLY.
12. HOSE BIB, TO BE RECESSED IN WALL WITH KEY ACCESS
13. STEEL COLUMN, INTUMESCENT PAINT, UL DESIGN NO. X615, BXUV.X615.ANSI/UL 263
14. ROOF LADDER
15. AREA DRAIN
16. LINE OF EXTERIOR BALCONY ABOVE
17. LINE OF ROOF ABOVE

FLOOR PLAN LEGEND

- 1 HOUR RATED WOOD STUD WALL, PROTECTION OF BEARING WALLS PER TABLE 601.
- NON RATED WOOD STUD PARTITION
- 101 — DOOR NUMBER
- G — WINDOW TYPE
- Room name 101 — ROOM NAME AND NUMBER
- 1 — FLOOR PLAN KEYNOTE
- D — INTERIOR PARTITION TAG
- 0 — GRID NOTATION
- 1A / A101 / 1A — INTERIOR ELEVATION MARKER
- PROPERTY LINE
- F.E.C. — FIRE EXTINGUISHER CABINET, SEE 19/A803 FOR DETAIL
- FLOOR DRAIN

PARTITION TYPE SCHEDULE

WALL TYPE	WIDTH	FIRE RATING	DESCRIPTION
1	0' - 4 3/4"	-	(1) LAYER - 5/8" DRYWALL, 2X4 WOOD STUD, (1) LAYER - 5/8" DRYWALL
2	0' - 7 1/4"	1 HOUR	(1) LAYER - 5/8" TYPE "X" DRYWALL, PLYWOOD PER STRUCT., 2X6 WOOD STUD, (1) LAYER - 5/8" TYPE "X" DRYWALL, PER TABLE 720.1(2) 14-1.3, CBC
3	0' - 4 3/4"	1 HOUR	MECHANICAL CHASE WALL: (1) LAYER - 5/8" TYPE 'X' DRYWALL, 2X4 WOOD STUD, (1) LAYER - 5/8" TYPE 'X' DRYWALL, PER TABLE 720.1(2) 14-1.3, CBC
4	VARIES	-	(1) LAYER - 5/8" DRYWALL OR WALL TILE TO 48" OVER (1) 5/8" CEMENTITIOUS BACKER BOARD(SEE INTERIOR ELEVS), 2X4 WOOD STUD, (1) LAYER - 5/8" DRYWALL OR WALL TILE TO 48" OVER (1) 5/8" CEMENTITIOUS BACKER BOARD(SEE INTERIOR ELEVS)
5	VARIES	-	(1) LAYER - 5/8" DRYWALL OR WALL TILE TO 48" OVER (1) 5/8" CEMENTITIOUS BACKER BOARD (SEE INTERIOR ELEVS), 2X6 WOOD STUD, (1) LAYER - 5/8" DRYWALL
6	VARIES	1 HOUR	(1) LAYER - 5/8" SHEETROCK BRAND FIRECODE CORE GYSUM PANELS OR WALL TILE TO 48" OVER (1) 5/8" DUROCK BRAND CEMENT BOARD (SEE INTERIOR ELEVS), PLYWOOD PER STRUCT., 2X6 WOOD STUD, PLYWOOD PER STUCT., (1) LAYER - 5/8" SHEETROCK BRAND FIRECODE CORE GYPSUM PANELS, PER USG-840314
7	0' - 7 3/8"	1 HOUR	(1) LAYER - 5/8" TYPE "X" DRYWALL, 2X6 WOOD STUD, (2) LAYERS - 5/8" TYPE "X" DRYWALL, PER TABLE 720.1(2) 14-1.3, CBC
8	0' - 6 3/4"	1 HOUR	(1) LAYER - 5/8" TYPE "X" DRYWALL, 2X6 WOOD STUD, (1) LAYER - 5/8" TYPE "X" DRYWALL, PER TABLE 720.1(2) 14-1.3, CBC
9	0' - 6 3/4"		(1) LAYER - 5/8" DRYWALL, 2X6 WOOD STUD, (1) LAYER - 5/8" DRYWALL

Scale: 1/8" = 1'

0' 4' 8' 16' 32'

PROJECT

ALLIANCE MEDIA ARTS AND ENTERTAINMENT HIGH SCHOOL

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REGISTERED PROFESSIONAL ARCHITECT — RICHARD PAUL BERLINER — Lic. No. C 12823 — STATE OF CALIFORNIA

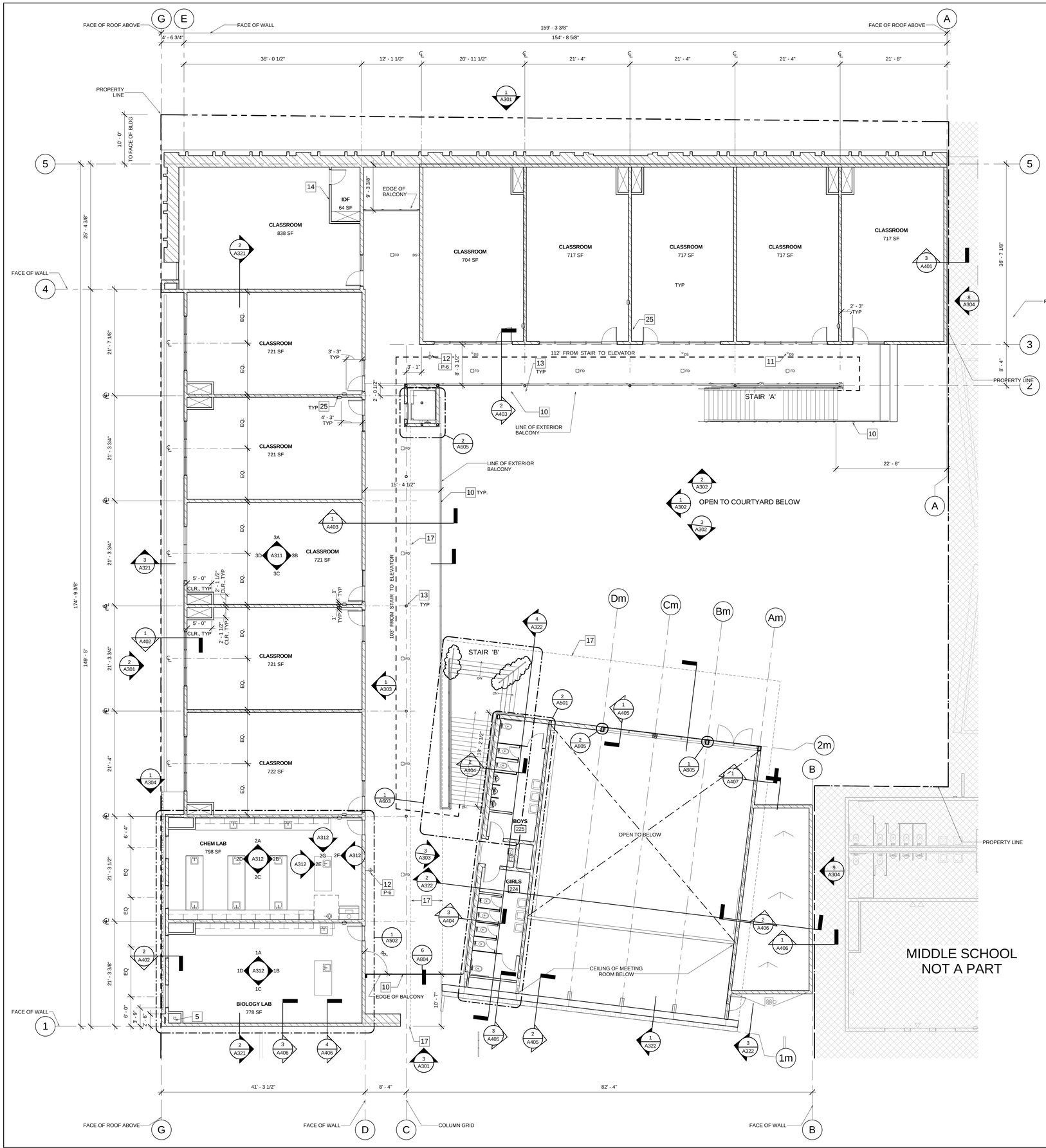
First Floor Plan

ISSUES	
DSA SUBMITTAL	12/22/2011
PARKING PERMIT	1/10/2013
PARKING PERMIT	1/25/2013
PARKING PERMIT	3/14/2013

Job Number: 11-04.2

Description: First Floor Plan

A201



FLOOR PLAN GENERAL NOTES

1. REFER TO A521 FOR TYPICAL CLASSROOM INTERIOR ELEVATIONS.
2. ALL DIMENSIONS ARE TO FINISHED FACE OF WALL.
3. FLOOR SUBSTRATE IS SLAB ON GRADE CONCRETE. SUBSTRATE TO BE PREPARED FOR SMOOTH APPLICATION OF THE FLOOR, FINISHED AND SEALED.
4. WALL CONSTRUCTION IS WOOD STUDS. WALLS TO BE STRAIGHT AND PLUMB, 1/4" / 10'-0" TOLERANCE.
5. AUTOMATIC FIRE ALARM SYSTEM TO BE PROVIDED THROUGHOUT, REFER TO GENERAL NOTES, SHEET A001.
6. MONITORED FIRE SPRINKLER SYSTEM TO BE PROVIDED THROUGHOUT, REFER TO GENERAL NOTES, SHEET A001.
7. FOR TYPICAL WALL CURB DETAILS, REFER TO 20/A802, 10/A803 AND 11/A803.
8. SEE ENLARGED PLANS FOR NOTES AND PARTITION TYPES WHERE KEYED.
9. FOR REFERENCE, FINISH FIRST FLOOR IS SET TO 0'-0".
10. MDF ROOM 130, ALL WALLS TO BE COVERED WITH 1" FIRE TREATED PLYWOOD TO 8' HIGH.
11. PROVIDE 16 GA. FLATBACKING FOR PROJECTOR SCREENS, MARKERBOARDS, TACKBOARDS, AND MILLWORK FASTENED TO WALLS.
12. RESTROOMS 124, 125, 224, AND 225 TO HAVE A DEPRESSED SLAB, MINIMUM OF 4" TO ALLOW FOR TILE FLOOR SLOPED TO FLOOR DRAINS.
13. FOR LIGHT SWITCH AND THERMOSTAT LOCATIONS, REFER TO SHEETS A221, A222.
14. SEE DOOR SCHEDULE FOR ALUMINUM STOREFRONT WINDOW TYPES.

FLOOR PLAN KEYNOTES

1. CONCRETE PAVING
2. PLANTER
3. RAISED SUSUMP PLANTER (SD 13 C1.31)
4. LANDSCAPE
5. FIRE SPRINKLER RISER
6. COUNTER TOP, PLASTIC LAMINATE
7. CONCRETE PLINTH UNDERNEATH STAIRS
8. FIRE DEPARTMENT ACCESS, (3) 6'-0" HIGH EMERGENCY EGRESS WROUGHT IRON GATES, W/ PANIC HARDWARE, AND KNOX BOX.
9. REFRIGERATOR, N.I.C., NOT A PART OF DSA APPROVAL
10. GUARDRAIL (5/A804, 6/A804)
11. DOWNSPOUT TO BE TIED INTO STORMDRAIN. AT NORTH BUILDING DS TO LEAD TO DRAINS AT SECOND FLOOR BALCONY AND CANOPY. AT WEST BUILDING, DS TO LEAD TO DRAINS AT SECOND FLOOR BALCONY ONLY.
12. HOSE BIB, TO BE RECESSED IN WALL WITH KEY ACCESS
13. STEEL COLUMN, INTUMESCENT PAINT, UL DESIGN NO. X615, BXUV.X615.ANSI/UL 263
14. ROOF LADDER
15. AREA DRAIN
16. LINE OF EXTERIOR BALCONY ABOVE
17. LINE OF ROOF ABOVE

FLOOR PLAN LEGEND

- 1 HOUR RATED WOOD STUD WALL, PROTECTION OF BEARING WALLS PER TABLE 601.
- NON RATED WOOD STUD PARTITION
- 101 DOOR NUMBER
- G WINDOW TYPE
- Room name 101 ROOM NAME AND NUMBER
- 1 FLOOR PLAN KEYNOTE
- 1 INTERIOR PARTITION TAG
- 0 GRID NOTATION
- 1A / A101 / 1A INTERIOR ELEVATION MARKER
- PROPERTY LINE
- F.E.C. FIRE EXTINGUISHER CABINET, SEE 19/A803 FOR DETAIL
- FLOOR DRAIN

PARTITION TYPE SCHEDULE

WALL TYPE	WIDTH	FIRE RATING	DESCRIPTION
1	0' - 4 3/4"	-	(1) LAYER - 5/8" DRYWALL, 2X4 WOOD STUD, (1) LAYER - 5/8" DRYWALL
2	0' - 7 1/4"	1 HOUR	(1) LAYER - 5/8" TYPE "X" DRYWALL, PLYWOOD PER STRUCT., 2X6 WOOD STUD, (1) LAYER - 5/8" TYPE "X" DRYWALL, PER TABLE 720.1(2) 14-1.3, CBC
3	0' - 4 3/4"	1 HOUR	MECHANICAL CHASE WALL: (1) LAYER - 5/8" TYPE 'X' DRYWALL, 2X4 WOOD STUD, (1) LAYER - 5/8" TYPE 'X' DRYWALL, PER TABLE 720.1(2) 14-1.3, CBC
4	VARIES	-	(1) LAYER - 5/8" DRYWALL OR WALL TILE TO 48" OVER (1) 5/8" CEMENTITIOUS BACKER BOARD(SEE INTERIOR ELEVS), 2X4 WOOD STUD, (1) LAYER - 5/8" DRYWALL OR WALL TILE TO 48" OVER (1) 5/8" CEMENTITIOUS BACKER BOARD(SEE INTERIOR ELEVS)
5	VARIES	-	(1) LAYER - 5/8" DRYWALL OR WALL TILE TO 48" OVER (1) 5/8" CEMENTITIOUS BACKER BOARD (SEE INTERIOR ELEVS), 2X6 WOOD STUD, (1) LAYER - 5/8" DRYWALL
6	VARIES	1 HOUR	(1) LAYER - 5/8" SHEETROCK BRAND FIRECODE CORE GYSUM PANELS OR WALL TILE TO 48" OVER (1) 5/8" DUROCK BRAND CEMENT BOARD (SEE INTERIOR ELEVS), PLYWOOD PER STRUCT., 2X6 WOOD STUD, PLYWOOD PER STUCT., (1) LAYER - 5/8" SHEETROCK BRAND FIRECODE CORE GYPSUM PANELS, PER USG-840314
7	0' - 7 3/8"	1 HOUR	(1) LAYER - 5/8" TYPE "X" DRYWALL, 2X6 WOOD STUD, (2) LAYERS - 5/8" TYPE "X" DRYWALL, PER TABLE 720.1(2) 14-1.3, CBC
8	0' - 6 3/4"	1 HOUR	(1) LAYER - 5/8" TYPE "X" DRYWALL, 2X6 WOOD STUD, (1) LAYER - 5/8" TYPE "X" DRYWALL, PER TABLE 720.1(2) 14-1.3, CBC
9	0' - 6 3/4"		(1) LAYER - 5/8" DRYWALL, 2X6 WOOD STUD, (1) LAYER - 5/8" DRYWALL

Scale: 1/8" = 1'
0' 4' 8' 16' 32'

PROJECT

ALLIANCE MEDIA ARTS AND ENTERTAINMENT HIGH SCHOOL

3640 East 1st Street
Los Angeles, CA 90063

Assessor I.D. Numbers:
5232-016-034
5232-016-045
5232-016-036
5232-016-008
5232-016-035
5232-016-010
5232-016-004
5232-016-009

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Tel. (310)838-0448
Fax. (310) 204-2664

REGISTERED PROFESSIONAL ARCHITECT RICHARD PAUL BERLINER Lic. No. C 18933 STATE OF CALIFORNIA

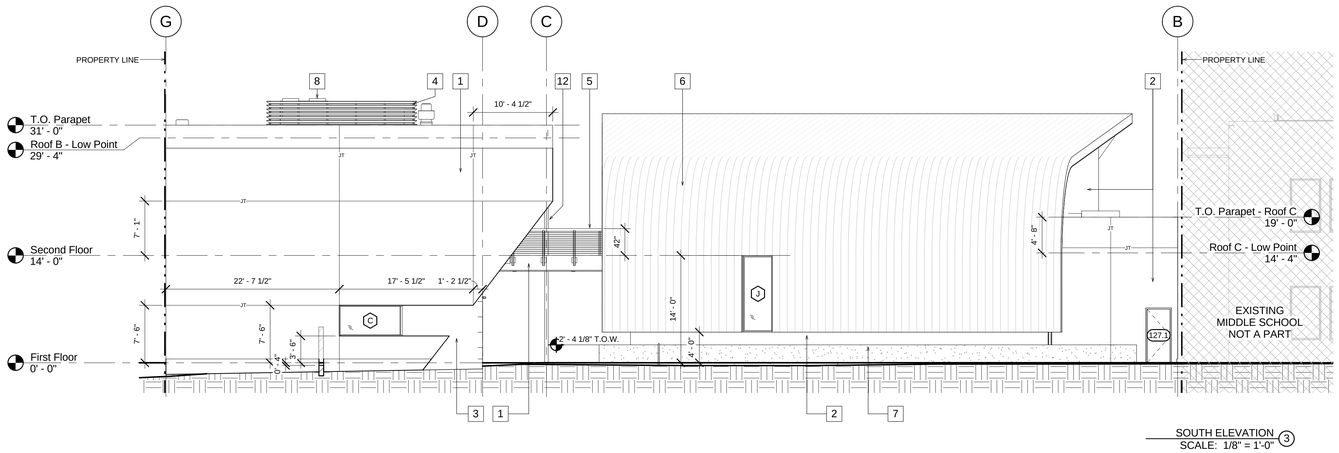
Second Floor Plan

ISSUES	
DSA SUBMITTAL	12/22/2011
PARKING PERMIT	1/10/2013
PARKING PERMIT	1/25/2013
PARKING PERMIT	3/14/2013

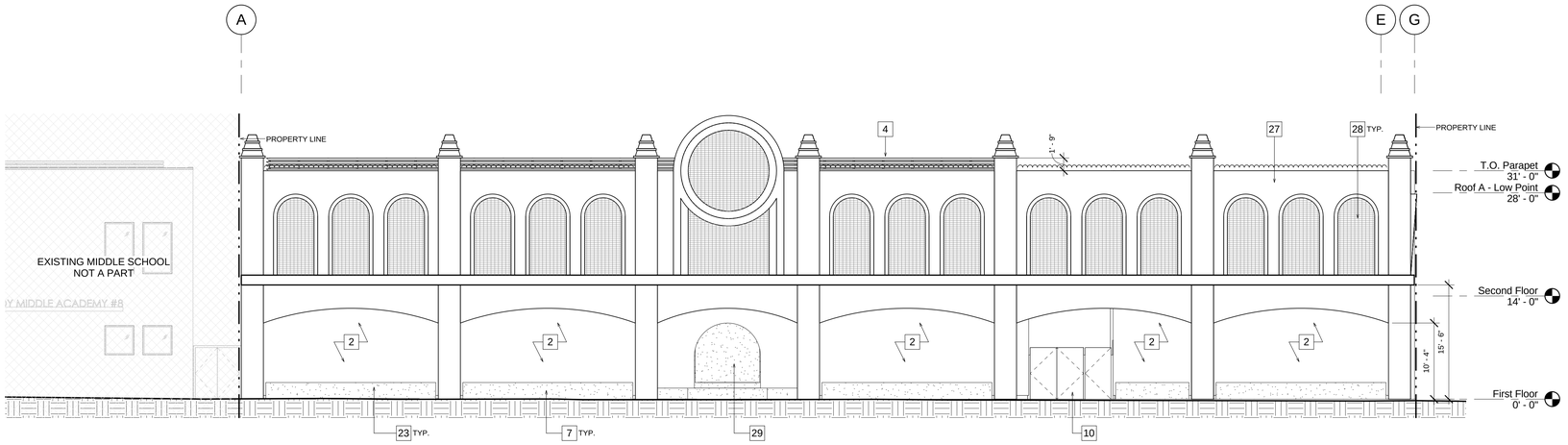
Job Number: 11-04.2

Description: Second Floor Plan

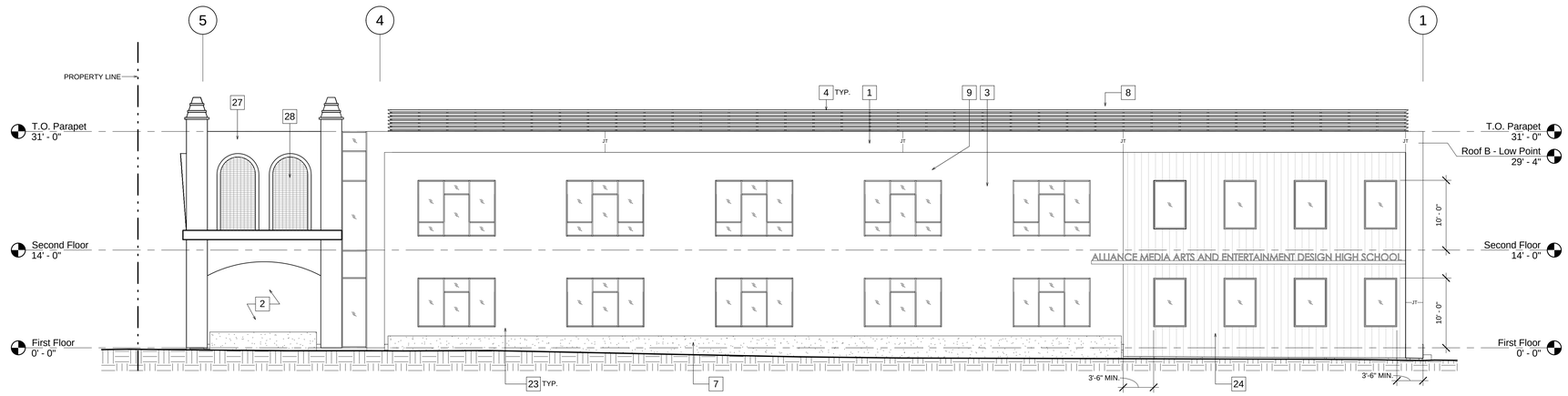
A202



SOUTH ELEVATION
SCALE: 1/8" = 1'-0" (3)



NORTH ELEVATION
SCALE: 1/8" = 1'-0" (1)



WEST ELEVATION
SCALE: 1/8" = 1'-0" (2)

Scale: 1/8" = 1'

0' 4' 8' 16' 32'

ELEVATION GENERAL NOTES

1. JT = PLASTER JOINT

ELEVATION KEYNOTES

1	PLASTER FINISH, COLOR #1
2	PLASTER FINISH, COLOR #2
3	CEMENT-FIBER BOARD SIDING
4	MECHANICAL SCREEN, SEE 18/A803
5	GUARDRAIL
6	STANDING SEAM METAL ROOF. ROOF TO BE NON-REFLECTIVE SO THAT IT DOES NOT CAUSE ANY SAFETY HAZARDS.
7	RAISED SUSUMP PLANTER
8	HVAC UNIT, SEE 21,22/S107 AND 5,11,12/M801, TYP
9	STANDING SEAM METAL ROOFING
10	FIRE DEPT. ACCESS, EMERGENCY EGRESS, W/ PANIC HARDWARE, 7'-3" WIDE, 6'-0" HIGH, DOUBLE SWING GATE W/ KICK PLATES AND KNOX BOX
11	SHEET METAL FASCIA, PAINTED
12	STEEL COLUMN, INTUMESCENT PAINT, UL DESIGN NO. X615,BXUV.X615. ANSI/UL 263
13	TONGUE & GROOVE, 6"
14	SHEET METAL CLADDING TO MATCH STOREFRONT SYSTEM
15	GLU-LAM BEAM
16	LIGHT FIXTURE
17	HOSE BIB, RECESSED WITH COVER AND LOCK
18	DRINKING FOUNTAIN
19	HANDRAIL, STEEL, PAINTED
20	SIGNAGE, SEE 5/A802
21	ELEVATOR DOOR, SEE SHEET A605
22	HVAC GRILLE
23	COW TONGUE, DRAINAGE FROM ROOF INTO SUSUMP PLANTER
24	18 GA METAL SIDING. PAINTED
25	DOWNSPOUT
26	ROOF LADDER
27	RECREATION OF (E) MURAL WALL
28	SALVAGED AND RESTORED TILE MURALS
28	(N) WATER FEATURE W/ SEAT WALL

PROJECT

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REGISTERED PROFESSIONAL ARCHITECT
RICHARD PAUL DOELLNER
Lic. No. C 12823
STATE OF CALIFORNIA

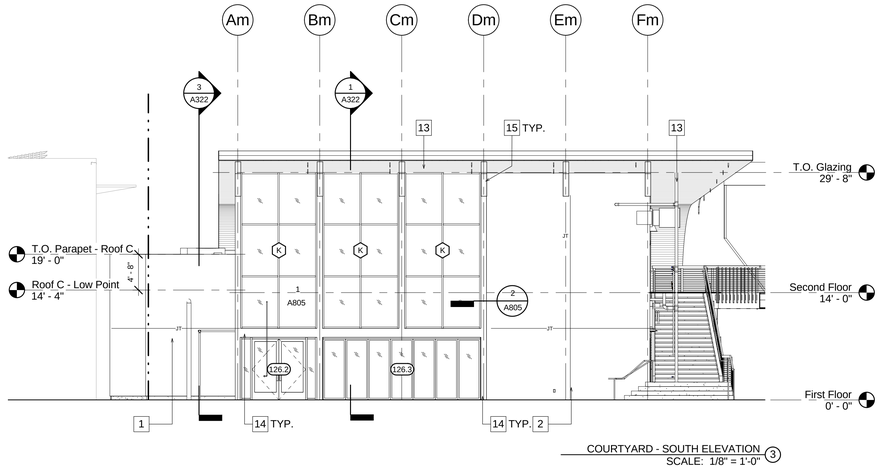
Exterior Elevations

ISSUES	
DSA SUBMITTAL	12/22/2011
PARKING PERMIT	1/10/2013
PARKING PERMIT	1/25/2013
PARKING PERMIT	3/14/2013

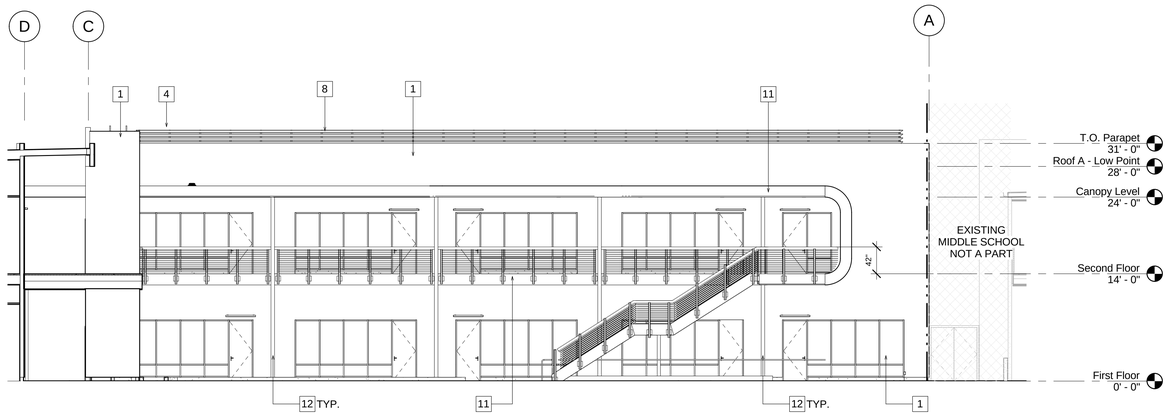
Job Number: 11-04.2

Description: Exterior Elevations

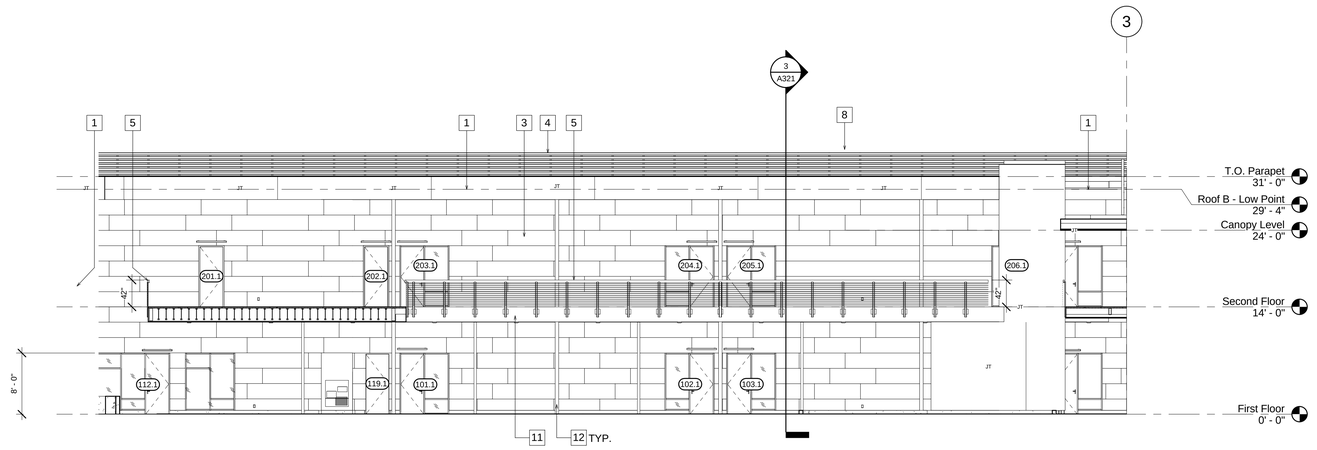
A301



COURTYARD - SOUTH ELEVATION 3
SCALE: 1/8" = 1'-0"



COURTYARD - NORTH ELEVATION 2
SCALE: 1/8" = 1'-0"



EAST ELEVATION - SECTION THROUGH COURTYARD 1
SCALE: 1/8" = 1'-0"

ELEVATION GENERAL NOTES

1. JT = PLASTER JOINT

ELEVATION KEYNOTES

1	PLASTER FINISH, COLOR #1
2	PLASTER FINISH, COLOR #2
3	CEMENT-FIBER BOARD SIDING
4	MECHANICAL SCREEN, SEE 18/A803
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27	RECREATION OF (E) MURAL WALL
28	SALVAGED AND RESTORED TILE MURALS
28	(N) WATER FEATURE W/ SEAT WALL

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REGISTERED PROFESSIONAL ARCHITECT
RICHARD PAUL BERLINER
Lic. No. C 12823
STATE OF CALIFORNIA

Exterior Elevations

ISSUES	
DSA SUBMITTAL	12/22/2011
PARKING PERMIT	1/10/2013
PARKING PERMIT	1/25/2013
PARKING PERMIT	3/14/2013

Job Number: 11-04.2

Description:
Exterior Elevations

A302

Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Regional Planning

Project title: "Alliance Media Arts and Entertainment High School"/ Project No. R2013-00084/ Case No(s) RPKP 201300002, RENV 201300015

Project location: 3640 E. 1st Street, East Los Angeles, CA 90063

APN: *5232-016-46 (high school) and -047 (parking lot)* Thomas *Guide*: 635 D6 *USGS Quad*: Los Angeles

Gross Acreage: 1.91 acres

Description of project: The proposed project is a request for a public charter high school campus with a maximum student body of 600. The regular school hours are Monday through Friday from 7:30 a.m. to 3:30 p.m. Limited afterschool programs for tutoring and enrichment will be offered during the hours of 3:30 p.m. to 6:00 p.m. during the weekdays and may occasionally extend into Saturday between 8:00 a.m. and 12:00 noon. Special events, such as parent conferences and graduation, may take place on campus, averaging two events per month. School staff will consist of 30 personnel. School buildings are located entirely within the C-3 zone. A discretionary Parking Permit is required to allow for the usage of parking on an adjacent lot (APN 5232-016-047) that has a charter middle school under construction where its associated transitional parking lot was approved by a Director's Review, upheld on appeal by the Regional Planning Commission (Project R2011-01275) in August 2012. The floor area of the high school totals 22,419 square feet, including classrooms, science laboratories, a multi-purpose room, administrative offices, storage rooms, faculty lounge, conference room, meeting room, and restrooms. Based on the occupancy load of the multi-purpose room (to serve as a gymnasium and cafeteria), which is the place of largest assembly, 47 uncovered parking spaces are required, all to be located on the adjacent property (parcel 5232-016-047) and all to be used by school staff and guests during school hours as there is a "no-driving" policy for students at the high school. The parking lot entrance will be on Rowan Avenue and the exit will be on Townsend Avenue. Additionally, 80-90% of the student body is expected to live in the vicinity of the school and will be walking, biking, or taking public transit to and from school. The maximum height allowed on the property is 40 feet. The high school contains two stories and is not proposed to exceed 35 feet in height. The project includes the replacement and demolition of the existing commercial building at the subject property by the proposed high school. An existing 18-panel art mural installed on the façade of the existing commercial building will be removed and reinstalled on the façade of the proposed high school building.

East Los Angeles Community plan designation: Categories LMD – Low/Medium Density Residential (17 du/acre) and MC – Major Commercial
Zoning: R-2 (Two-Family Residential) and C-3 (Unlimited Commercial) Zones, located within the East Los Angeles Community Standards District

Surrounding land uses and setting: The project site is located within an urbanized part of the unincorporated community of East Los Angeles, south of Cesar E. Chavez Avenue and north of 3rd Street, and within the East Los Angeles Zoned District. Directly across the street on Rowan Avenue on the east of the subject property is Belvedere Elementary School within the Los Angeles Unified School District (LAUSD). To the direct north and northeast of the proposed school are commercial businesses while to the direct west are commercial businesses and a parking lot. Directly south and southwest are single- and multi-family residences. Pomona Freeway 60 is located approximately 0.27 miles and the Our Lady of the Lourdes Church is approximately 0.17 miles south of the project site, Belvedere Middle School is approximately 0.36 miles and the Salvation Army Corps Community Center/East Los Angeles

Temple is approximately 0.13 miles northeast of the project site, and the Calvary Catholic Cemetery is 0.50 miles southeast of the project site. Obregon Park and Marianna Avenue Elementary School of LAUSD are approximately 0.60 miles east of the project site. Long Beach Freeway 710 is about 1 mile east. The boundary between the City of Los Angeles and the unincorporated portion of East Los Angeles is approximately 0.25 miles west while Ramona High School is about 0.20 miles southwest of the project site.

Reviewing Agencies:

Responsible Agencies

- ☐ None
- Regional Water Quality Control Board:
  - ☐ Los Angeles Region
  - ☐ Lahontan Region
- ☐ Coastal Commission
- ☐ Army Corps of Engineers
- ☒ State Architect
- ☒ State Clearinghouse

Special Reviewing Agencies

- ☐ None
- ☐ Santa Monica Mountains Conservancy
- ☐ National Parks
- ☐ National Forest
- ☐ Edwards Air Force Base
- ☐ Resource Conservation District of Santa Monica Mountains Area
- ☒ LAUSD School District

Regional Significance

- ☐ None
- ☐ SCAG Criteria
- ☒ Air Quality
- ☐ Water Resources
- ☐ Santa Monica Mtns. Area
- ☒ Los Angeles City, Dept of Transportation

Trustee Agencies

- ☐ None
- ☐ State Dept. of Fish and Game
- ☐ State Dept. of Parks and Recreation
- ☐ State Lands Commission
- ☐ University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

- ☒ DPW:
  - Land Development Division (Grading & Drainage)
  - Geotechnical & Materials Engineering Division
  - Watershed Management Division (NPDES)
  - Traffic and Lighting Division
  - Waterworks Division
  - Sewer Maintenance Division
  - National Pollutant Discharge Elimination System (NPDES)
- ☒ Fire Department -Planning Division
- ☐ Sanitation District
- ☒ Public Health: Environmental Hygiene (Noise)
- ☐ Sheriff Department
- ☒ Parks and Recreation
- ☐ Subdivision Committee
- ☐

Public agency approvals which may be required:

Lead agency name and address:
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1360
Los Angeles, CA 90012

Project sponsor's name and address:
Alliance College-Ready Public Schools
1940 South Figueroa Street
Los Angeles, CA 90007

Pacific Charter School Development (PCSD)
316 West 2nd Street, Suite 900
Los Angeles, CA 9001

Contact person and phone number: Alice Wong, (213) 974-6438

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

IMPACT ANALYSIS SUMMARY MATRIX		**No Impact**				
			Less than Significant Impact			
				Less than Significant Impact w/ Project Mitigation		
					Potentially Significant Impact	
Environmental Factor	Pg.					*Potential Concern*
1. Aesthetics		☐	☒	☐	☐	
2. Agriculture/Forest		☒	☐	☐	☐	
3. Air Quality		☐	☒	☐	☐	
4. Biological Resources		☐	☒	☐	☐	
5. Cultural Resources		☐	☐	☒	☐	*Murals on existing façade will be preserved and reinstalled*
6. Energy		☐	☒	☐	☐	
7. Geology/Soils		☐	☒	☐	☐	
8. Greenhouse Gas Emissions		☐	☒	☐	☐	
9. Hazards/Hazardous Materials		☐	☒	☐	☐	
10. Hydrology/Water Quality		☐	☒	☐	☐	
11. Land Use/Planning		☐	☒	☐	☐	
12. Mineral Resources		☒	☐	☐	☐	
13. Noise		☐	☒	☐	☐	
14. Population/Housing		☐	☒	☐	☐	
15. Public Services		☐	☒	☐	☐	
16. Recreation		☐	☒	☐	☐	
17. Transportation/Traffic		☐	☒	☐	☐	
18. Utilities/Services		☐	☒	☐	☐	
19. Mandatory Findings of Significance		☐	☒	☐	☐	

DETERMINATION: (To be completed by the Lead Department.)
On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

April 18, 2013

Signature	Date April 18, 2013
Signature	Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect and direct, and construction as well as operational impacts.

3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.

8) Climate Change Impacts: When determining whether a project's impacts are significant, the analysis should consider, when relevant, the effects of future climate change on : 1) worsening hazardous conditions that pose risks to the project's inhabitants and structures (e.g., floods and wildfires), and 2) worsening the project's impacts on the environment (e.g., impacts on special status species and public health).

1. AESTHETICS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Have a substantial adverse effect on a scenic vista, including County-designated scenic resources areas (scenic highways as shown on the Scenic Highway Element, scenic corridors, scenic hillsides, and scenic ridgelines)?	☐	☐	☐	☒
Source: LA County General Plan				
b) Be visible from or obstruct views from a regional riding or hiking trail?	☐	☐	☐	☒
Source: LA County Department of Regional Planning Trails Plan				
c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, historic buildings, or undeveloped or undisturbed areas?	☐	☐	☒	☐
d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features?	☐	☐	☒	☐
e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The proposed project is not located in the vicinity of a scenic highway, corridor, hillside, or ridgeline. The project would not obstruct views from a regional riding or hiking trail as it is not located in the vicinity of any trails. Rather, the proposed project would be consistent with the visual character of the surrounding area as the building for the school is located in a commercial zone and the height for the proposed building will comply with zone provisions. There are currently a 2-story public elementary school across the street on Rowan Avenue and a 2-story middle school on an adjacent property that is under construction. The proposed high school will contain two stories, at a maximum height of 35 feet. The maximum allowable height in the zone is 40 feet. The project is utilizing an existing parking lot on the adjacent middle school property, whereby the parking is set back 20 feet from the property line and designed with landscaping along the Townsend Avenue and Rowan Avenue street frontages, which will enhance the aesthetics of the

site. A metal roof and glass façade is proposed on the multi-purpose building that will not be reflective or glossy to create any adverse impacts, such as glare. This building does not have street frontage but is placed behind the high school classroom building and will not affect drivers on the adjacent public streets.

2. AGRICULTURE / FOREST

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
Source: Farmland Mapping and Monitoring Program (FMMP), California Department of Conservation				
b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?	☐	☐	☐	☒
Source: Farmland Mapping and Monitoring Program (FMMP)				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)) or timberland zoned Timberland Production (as defined in Public Resources Code § 4526)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

There are no lands in the East Los Angeles Community that are designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The FMMP does not include this portion of the County in its mapping effort due to the predominance of urban development and the lack of agricultural uses. Thus, the proposed project would have no impact on designated Farmlands. The project site is not zoned as forest land or timber land and there are no Williamson Act Contracts in the vicinity of the proposed project. There are no forests or designated farmlands in the vicinity of the project site and no conversion of forest land or farmland to other uses or would occur with the proposed project. Thus, there will not be any impacts on existing forest.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with or obstruct implementation of applicable air quality plans of the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD?	☐	☐	☒	☐

The project site is within the SCAQMD. The high school project would not conflict with or obstruct implementation of the applicable SCAQMD air quality plan, as data generated by the 2011 California Emission Estimator Model (CalEEMod, version 2011.1.1) ("CalEEMod") indicate that emissions from construction and operations, individually or cumulatively, do not exceed SCAQMD Air Quality Significance Thresholds for NOx, VOC, PM10, PM2.5, SOx, CO, or lead. Even though the parking lot is off-site and its impacts were previously analyzed along with the approval of the middle school that is on its same property, for comparison purposes, two reports were generated to analyze the impacts of the high school development alone and the high school development with the parking lot. The CalEEMod Emissions Reports are attached.

b) Violate any applicable federal or state air quality standard or contribute substantially to an existing or projected air quality violation (i.e. exceed the State's criteria for regional significance which is generally (a) 500 dwelling units for residential uses or (b) 40 gross acres, 650,000 square feet of floor area or 1,000 employees for nonresidential uses)?	☐	☐	☐	☒

According to SCAQMD, there are no federal or state air quality violations applicable to the area of the project site. The project does not exceed the above criteria for regional significance. Data generated by the CalEEMod model indicate that emissions from construction and operations, individually or cumulatively, will not exceed SCAQMD Air Quality Significance Thresholds for NOx, VOC, PM10, PM2.5, SOx, CO, or lead for either the high school development alone or along with the parking lot. Even though the parking lot is off-site and its impacts were previously analyzed along with the approval of the middle school that is on its same property, for comparison purposes, two reports were generated to analyze the impacts of the high school development alone and the high school development with the parking lot. The CalEEMod Emissions Reports are attached.

c) Exceed a South Coast AQMD or Antelope Valley AQMD CEQA significance threshold?	☐	☐	☒	☐

Data generated by the CalEEMod model indicate that emissions from construction and operations, individually or cumulatively, would not exceed SCAQMD Air Quality Significance Thresholds for NOx, VOS, PM10, PM2.5, SOx, CO, or lead. Even though the parking lot is off-site and its impacts were previously analyzed along with the approval of the middle school that is on its same property, for comparison purposes, two reports were generated to analyze the impacts of the high school development

alone and the high school development with the parking lot. The CalEEMod Emissions Reports are attached.

d) Otherwise result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

The project would not result in a cumulatively considerable net increase of non-attainment criteria pollutants. Data generated by the CalEEMod modeling indicate that emissions from construction and operations, individually or cumulatively, will not exceed SCAQMD Air Quality Significance Thresholds for PM10 and PM2.5, for the high school development by itself or along with the parking lot. Even though the parking lot is off-site and its impacts were previously analyzed along with the approval of the middle school that is on its same property, for comparison purposes, two reports were generated to analyze the impacts of the high school development alone and the high school development with the parking lot. The CalEEMod Emissions Reports are attached.

e) Expose sensitive receptors (e.g., schools, hospitals, parks) to substantial pollutant concentrations due to location near a freeway or heavy industrial use?	☐	☐	☒	☐

The high school development would not expose sensitive receptors to substantial pollutant concentrations. The proposed project involves the construction of a charter high school on approximately 0.64 acres while the parking lot occupies 0.94 acres. The proposal includes the utilization of an existing off-site parking lot on an adjacent property to satisfy all of its parking requirements. Approximately 30 employees will be employed. The proposed high school site is next to residential areas but it is replacing an existing commercial building and will be buffered by a parking lot and other commercial buildings in the vicinity so impacts on sensitive receptors are anticipated to be similar to existing conditions, with no significant adverse impacts anticipated. Project will implement best management practices for dust control during construction. The subject property is located approximately 0.27 miles from the Pomona (60) Freeway, 1 mile from the Long Beach (710) Freeway, and is not near any industrial use.

f) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The proposed project is a school and will not result in any toxic emissions or the production of any odors.

4. BIOLOGICAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (DFG) or U.S. Fish and Wildlife Service (USFWS)?	☐	☐	☐	☒
b) Have a substantial adverse effect on sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, and regulations DFG or USFWS? These communities include Significant Ecological Areas (SEAs) identified in the General Plan, SEA Buffer Areas, and Sensitive Environmental Resource Areas (SERAs) identified in the Coastal Zone Plan. Source: LA County General Plan	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands (including marshes, vernal pools, and coastal wetlands) or waters of the United States, as defined by § 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5" inch in diameter	☐	☐	☐	☒

measured at 4.5 feet above mean natural grade) or otherwise contain oak or other unique native trees (junipers, Joshuas, etc.)?				
f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36) and the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16)?	☐	☐	☐	☒
g) Conflict with the provisions of an adopted state, regional, or local habitat conservation plan?	☐	☐	☒	☐

The project is located within an urbanized area and is not located in a Significant Ecological Area (SEA), SEA Buffer, SERA, or in the vicinity of a federally protected wetland; therefore, the project would not have an impact on SEAs or federally-protected waters. Native habitat in the vicinity of the project site has been disturbed as part of the area's past development. There are no habitats for nesting birds on site so there are no violations of applicable Fish & Game Codes. The proposed project site is located in the middle of an existing mixed use neighborhood that contains residential developments as well as commercial uses. The site is adjacent to residential to the south and west, commercial to the north and west, and two schools to the east. One public elementary school is directly east of the project site, across the street on Rowan Avenue, and another on the adjacent property directly east. No oak tree or oak woodlands are located within the project site so there will be no impact.

5. CULTURAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?	☐	☒	☐	☐
Source: California Historical Resources Inventory				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	☐	☐	☐	☒
Source: California Historical Resources Inventory				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

The project site is located in an urbanized area. No paleontological resource or unique geologic feature will be destroyed as a result of this project because the property is already developed. No excavation is proposed.

The existing commercial building on the subject property contains an existing 18-panel mural that is considered a significant cultural and historical resource for the County and the community as defined in the State CEQA Guidelines. The applicant proposes to remove the existing 18-panel mural from the façade of the existing commercial building, store it, and re-install it on the subject property in a manner that will ensure all potential impacts are mitigated to a level of less than significant.

As mitigation for potential impacts of the Project on cultural and historical resources, the applicant shall prepare a Mural Preservation Plan that provides for the removal, storage, and reinstallation of the murals consistent with the provisions set forth herein and conducted in the manner detailed below. The Mural Preservation Plan shall contain, without limitation, the following provisions and shall be approved by the Director of Regional Planning prior to the issuance of a demolition permit.

Description of the Murals

Installed in 1974, the 18-panel mural is set into the architectural façade of the commercial structure located at 3640 E. 1st Street, East Los Angeles. Each mural depicts various imagery of cultural and historical significance arranged in a narrative spanning 17 arched window insets and a central two part medallion on the building exterior at approximately the 2nd story. Each mural is constructed from hand-glazed 4"x4" ceramic tiles set with mortar (or similar adhesive agent) directly on wood and mesh paneling. Each wood paneling section is set into the arched inset windows with stucco surrounding the arches.

A framed glass window was found behind the mural, with 2x4s protecting this window from each mural in front of it. Each mural panel is approximately 2' thick and consists of layers of mesh, concrete, mesh and then a layer of grout, which holds the tiles in place. Each mural can only be removed from the front, because there is no open access from the backside, due to the glass window behind.

The applicant shall remove, preserve, and reinstall on the Project site the existing 18-panel mural. Prior to the issuance of a demolition permit, the applicant shall prepare a Mural Preservation Plan to govern the process of removing, storing, and reinstalling the existing mural on the Project site. The applicant shall retain a qualified expert in mural preservation to ensure implementation of the Mural Preservation Plan. The Mural Preservation Plan shall contain, without limitation, all of the following provisions:

Removal

The process of removal of the 18-panel murals shall ensure that the safest techniques and methods be followed, including making sure the murals are removed intact, with no damage to the artwork to the greatest extent feasible and of which would reduce the cultural or historical significance thereof.

The removal process shall take place as follows for each panel. However, due to the size of the central medallion, the panel may have to be bisected at a grouting seam to enable the safe removal in two sections. If the panel is required to be cut, the panel shall be reconfigured and secured after removal.

1. All stages of removal and storage shall be documented by digital photography.
2. Scaffolding shall be erected on the sidewalk to access the murals. It is anticipated the scaffolding will run the length of 3 panel sections. Scaffolding shall be enclosed to prevent debris from falling.
3. The tile shall be faced with cloth or nylon mesh using a reversible adhesive. This will protect the glazed tile surfaces in addition to keeping tiles intact during the removal process.
4. Each arched stucco decorative frame shall be cut and removed from the primary façade working on 3 panel sections simultaneously.
5. Once the arched frames have been removed from the building, the mural panels will be accessible from perimeter edges. The internal anchoring system from the panels shall be mechanically cut, freeing the panels from the façade structure.
6. A wood suspension crating system will be fit around each free panel and secured to encapsulate and protect each panel during removal.
7. An extension forklift will be positioned and extended above the panel. The chain or nylon webbing extending upwards from the crating system will be fastened to the forks and lifted from the façade and placed on ground level.
8. The crating system will be opened and the panel shall be blanket wrapped and shrink wrapped in preparation for storage.

Storage and Conservation Treatment

A Storage and Conservation Plan shall be developed, as part of the Mural Preservation Plan, to the satisfaction of the Director of Regional Planning. The Storage and Conservation Plan shall contain, without limitation, the following requirements. Each blanket and shrink-wrapped panel shall be transported to a secured storage facility for storage and conservation treatment. The applicant shall retain the services of a recognized expert in the crating, transport, and storage of murals. Any mural shall be reinforced or framed as necessary to ensure safe storage, based on the recommendations of the retained expert.

The Conservation Treatment shall take place as follows for each panel to ensure the best possible preservation until the time of reinstallation.

1. All panels shall be documented before and after treatment using digital photography.
2. Each panel will be unwrapped.
3. The cloth or nylon mesh protecting the glazed tile surfaces will be removed to expose the tile.
4. Tile surfaces shall be washed with Orvus WA paste detergent and distilled water using nylon brushes.
5. Any damages/cracks/losses sustained to the tile shall be repaired using Edison tile fill mortar and Edison Aquathane glaze, color-matched to the original surface. No damage to the artwork shall be maintained to the greatest extent feasible and damage which would reduce the cultural or historical significance thereof shall be strictly prohibited.
6. Any losses to the grout shall be re-grouted using color-matched grout to create a unified and cohesive surface appearance.

Reinstallation

The 18-panel mural shall be reinstalled and re-established on the subject property exactly as how it had existed on the property, fully preserving the integrity of the mural as it was originally installed on the property. This includes, but is not limited to, locating each panel in a 3-panel sequence, in the same order and distance apart from each other as it had existed previously, and at the 2nd story height. The essence of the reinstalled mural shall be like that of what used to exist on the property so that returning visitors to the site would not know the difference between the old and the new.

A Reinstallation Plan shall be developed, as part of the Mural Preservation Plan, to the satisfaction of the Director of Regional Planning that includes the above, and any other, mandatory requirements. This Reinstallation Plan shall be developed with qualified engineer(s) and architect(s) prior to the building of the wall to which the panels will be mounted. Such Reinstallation Plan may include the following provisions:

1. Each arched panel will have 3 horizontal stainless bars secured with anchors to the backs of each panel.
2. While the wall is still being built, the horizontal bars will be secured into two studs in the wall structure, either 16" or 24" apart decided by the architect.
3. The metal archways will be built around the murals.
4. The front of the murals will be protected while the wall is being built around them.

6. ENERGY

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Comply with Los Angeles County Green Building Standards?(L.A. County Code Title 22, Ch. 22.52, Part 20 and Title 21, § 21.24.440.)	☐	☐	☒	☐
b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?	☐	☐	☒	☐

As the project is a public charter school, it will be under the purview of the California Department of General Services, Division of the State Architect (DSA) which will provide design review and construction oversight of the school, instead of being under the purview of Los Angeles County Building & Safety. Thus, the proposed high school building will be designed to meet any California Green Building Standards Code (CALGreen Code) as implemented by the DSA. The project will also be sent to the State Clearinghouse for their review.

7. GEOLOGY AND SOILS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Be located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone, and expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault.	☐	☐	☒	☐
Source: The California Geological Survey				
ii) Strong seismic ground shaking?	☐	☐	☒	☐
Source: The California Geological Survey				
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
Source: The California Geological Survey				
iv) Landslides?	☐	☐	☒	☐
Source: Plate 5 Los Angeles County Landslide Inventory Map				
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element?	☐	☐	☐	☒

The East Montebello fault is located 5.9 miles east of the project site. It is unlikely that the property is subject to seismic ground shaking because the nearest seismic zone is located 5.7 miles north of the subject property. The project is not located in an area of liquefaction and the closest liquefaction zone is approximately 1.36 miles northwest of the property. At this time, project grading will involve approximately 250 cubic yards of cut, 4,400 cubic yards of over excavation, and zero cubic yards of fill. Approximately 250 cubic yards of cut will be exported offsite however, these quantities may change after the review of detailed design plans but the final amount should not change the overall finding of this environmental document.

8. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

The project would not generate GHG's that may have a significant impact on the environment. Use of the 2011 California Emission Estimator Model (CalEEMod, version 2011.1.1) ("CalEEMod") indicates that the temporary construction activities of the project will generate approximately 121 metric tons of CO_2 equivalent emission per year (unmitigated) for the high school alone while 295 metric tons of CO_2 are to be generated by the development of the high school and the parking lot. Indeed, even though the parking lot is off-site and its impacts were previously analyzed along with the approval of the middle school that is on its same property, for comparison purposes, two reports were generated to analyze the impacts of the high school development alone and the high school development with the parking lot.

Temporary construction impacts include site preparation, the demolition of the existing commercial building, construction, paving, and the planting of landscaping. The construction period will be shorter than one year, approximately 2-11 months. GHGs would be emitted by construction equipment and worker vehicles; however, these GHG emissions would be short-term.

According to the CalEEMod Emissions Report, area source and operational activities will generate approximately 402 metric of tons of CO_2 equivalent emission per year (unmitigated). Operational or long-term annual GHG emissions attributed to the proposed project would be generated from the increased use of electricity and water and from vehicle trips generated by the project. Additionally, on weekdays, the number of driving vehicles will be reduced as the parking lot is to be used by staff only with student parking prohibited, and the school is situated on 1st Street, which is a major public transportation thoroughfare. The site is also within walking distance for 80-90% of the student body and bike racks are provided for biking students. These alternative modes of transportation will likely decrease the number of vehicular trips made to the property. Furthermore, a total of 102 trees are proposed to be planted on the high school and off-site parking lot sites, which is a positive addition to the environment. Thus, the operational impacts are also less than significant.

Los Angeles County does not, at this time, have a climate action plan to compare with these CO_2 amounts. Staff has determined that the CO_2 emissions calculated by the CalEEMod for this project are less than significant. The two CalEEMod Emissions Reports are attached.

b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The project is required to comply with existing energy-saving regulations, including Title 24 of the California Code of Regulations (aka Califonia Green Building Standards Code/CALGreen Code) as implemented by the California Department of General Services, Division of the State Architect (DSA).

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials or use of pressurized tanks on-site?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 500 feet of sensitive land uses (e.g., homes, schools, hospitals)?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:				
i) in a Very High Fire Hazard Severity Zones (Zone 4)?	☐	☐	☐	☒
Source: LA County Fire Department				
ii) in a high fire hazard area with inadequate access?	☐	☐	☐	☒
Source: LA County Fire Department				
iii) in an area with inadequate water and pressure to meet fire flow hazards?	☐	☐	☐	☒
Source: LA County Fire Department				
iv) in proximity to land uses that have the potential for dangerous fire hazard (such as refineries, flammables, and explosives manufacturing)?	☐	☐	☐	☒

The project is located in an urbanized area and is not within a Very High Fire Hazard Severity Zone. Adequate access from 1st Street, Rowan Avenue, and Townsend Avenue must be provided and minimum fire flow standards per LA County Fire Department will be required to be met. The site is adjacent to residential to the south and west, commercial to the north and west, and two schools to the east. There are no public or private airports in the vicinity. The closest airport to the project site is El Monte Airport, which is approximately 17 miles away.

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The project site is not listed as a hazardous materials site. The proposed high school is proposed to have science classes with laboratories and art classes with workshops. Such classes will handle chemicals that are used in a typical charter high school science curriculum, such as, but not limited to, magnesium metal, sodium hydroxide, hydrochloric acid, potassium hydroxide, sodium bicarbonate, and acetic acid. The school will establish best management practices (BMP's) to manage chemicals, including recycling, evaporation, and storage of off-site disposal. Laboratory waste will be neutralized and diluted prior to being drained into the wastewater system. All laboratory work and waste disposal will be proctored and monitored by a science educator. There will also be cleaning supplies and materials used and stored on site, typical of any school. There will be less than significant impacts by hazardous and hazardous materials. A sewer area study is to be submitted to Los Angeles County Public Works for review.

10. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?	☐	☐	☒	☐
f) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?	☐	☐	☒	☐
g) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)?	☐	☐	☒	☐
h) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-	☐	☐	☒	☐

designated Areas of Special Biological Significance?

i) Use septic tanks or other private sewage disposal system in areas with known septic tank limitations or in close proximity to a drainage course?	☐	☐	☒	☐
j) Otherwise substantially degrade water quality?	☐	☐	☒	☐
k) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map, or within a floodway or floodplain?	☐	☐	☐	☒
l) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?	☐	☐	☐	☒
m) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
n) Place structures in areas subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

The proposed development (buildings) would alter the topography of the site. This will result in changes to the current drainage patterns on the project site, as well as the potential for erosion and run-off during construction. However, this would be common for any development of the subject site and is considered minimal. As pervious area is proposed to increase, runoff will decrease. The scope of this project requires the review and conceptual approval of a drainage and grading plan through the Los Angeles County Department of Public Works.

As part of the drainage and grading permit through Los Angeles County Department of Public Works, the project is required to comply with Low Impact Development (LID) requirements per County Code Section 12.84.460 (reference: http://dpw.lacounty.gov/wmd/LA_County_LID_Manual.pdf) and the new MS4 Permit which requires all infiltration water quality devices to be sized using 0.75 inch storm or the 85th percentile storm, whichever is greater (reference: http://dpw.lacounty.gov/wrd/hyrologygis/).

The proposed project will not involve or require the withdrawal of groundwater. In addition, given the relatively flat elevation and topography of the project site, it would not be likely to provide suitable opportunities for groundwater recharge. Therefore there is no impact.

There are no Federally-mapped 100-year flood hazard areas in the project vicinity. The closet is approximately 2.27 miles away. Therefore there is no impact. There is no dam or levee anywhere in the

vicinity of the project site. Therefore there is no impact. The subject property does not adjoin an ocean, lake or other body of water, so there is no risk of inundation by seiche, tsunami, or mudflow. The closest inland water body is the Los Angeles River, which is about 2.14 miles away from the project site. Therefore there is no impact.

11. LAND USE AND PLANNING

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Physically divide an established community?	☐	☐	☒	☐
Source: LA County General Plan				
b) Be inconsistent with the plan designations of the subject property? Applicable plans include: the County General Plan, County specific plans, County local coastal plans, County area plans, County community/neighborhood plans, or Community Standards Districts.	☐	☐	☒	☐
Source: LA County General Plan				
c) Be inconsistent with the zoning designation of the subject property?	☐	☐	☒	☐
Source: LA County Zoning Code				
d) Conflict with Hillside Management Criteria, SEA Conformance Criteria, or other applicable land use criteria?	☐	☐	☐	☒
Source: LA County General Plan and LA County Zoning Code				

The proposed project includes buildings for a high school and includes the utilization of an adjacent middle school's parking lot for off-site parking to satisfy its parking requirements. The project site is surrounded mostly by developed properties. The proposed project would replace an existing commercial building. The proposed school is compatible with other existing commercial land uses and schools along 1st Street. The school is an allowed use in the C-3 (Unlimited Commercial) Zone and, through a discretionary Parking Permit, it is proposing to share parking with the adjacent, off-site middle school property that is within the R-2 (Two-Family Residence) Zone. The parking lot that the high school will be utilizing is designated as category LMD – Low/Medium Density Residential (17 du/acre) and the school buildings are situated in the category MC – Major Commercial in the East Los Angeles Community Plan. As such, the proposed project will not physically divide an established community nor be inconsistent with the plan designations on the property and therefore there will be a less than significant impact. The project would also not conflict with any Hillside Management Criteria or SEA Conformance Criteria as the project is not located within an SEA or Hillside Management Area.

12. MINERAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

Source: California Department of Oil, Gas, and Geothermal Resources, Well Locations and Oil/Gas Fields, July 2008.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Source: LA County General Plan

There are no designated Mineral Resource Zones within the project area. The project site is not designated as a mineral resource recovery site; therefore the project would not result in the loss of availability of any locally important mineral resource recovery sites. As such, there is no impact.

13. NOISE

Would the project result in:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the County noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08) or the General Plan Noise Element?	☐	☐	☒	☐
Source: LA County Noise Standards				
b) Exposure of sensitive receptors (e.g., schools, hospitals, senior citizen facilities) to excessive noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
Source: Airport Influence Areas Policy Map, LA County General Plan: LA County Airport Land Use Commission				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The project is not within the vicinity of a private airstrip.

There are no private airstrips or airports located in the vicinity of the project. Therefore, project implementation would not result in a safety hazard associated with a private airstrip for people residing or working in the project area. The most common sources of noise in the project vicinity are transportation-related, including automobiles and buses, and school-related noises. The primary source of roadway noise near the project site is traffic along 1st Street. The project will be required to comply with LA County Noise

standards. Insulated windows are proposed on the classroom buildings which will insulate the students from the traffic-generated noise coming from outside.

The project site itself is a sensitive receptor but its operation would generate noise levels that may periodically be audible by other sensitive receptors in the vicinity. However, noise levels are not expected to exceed the County's noise ordinance standards. Sensitive receptors near the project site may periodically hear increased noises (e.g., doors slamming, conversations, playing children, and school bells) associated with the operation of the school. Noise associated with parking lot activity, such as slamming car doors and squealing tires, is also common with the currently existing commercial use. However, parking lot noise from the proposed project would generally be lower than the existing traffic noise levels in the area and would not be expected to exceed the County's Noise Ordinance standards as the parking lot will only be utilized by school staff and the frequency of cars parking and leaving the lot is potentially less than cars on a commercial development. There will generally be traffic into and out of the school at three main times during the day: before school starts, during lunch break, and when school ends. The project site is located across the street from an existing public school site, which has the same school-related noises, and adjacent to other commercial properties on the west and north, which has pedestrian and other people-generated noises. Therefore, the proposed project would be compatible with these existing uses. The outdoor recreation area that is proposed is located in a courtyard area, entirely surrounded and buffered on all sides by buildings of the proposed high school and the adjacent middle school. Therefore, any outdoor noise, such as playing children, will be buffered to a level of less than significant. Similarly, the school children will be buffered from the noise and commotion generated from a source outside the campus, including pedestrians and automobiles, due to the presence of these buildings. Furthermore, a multi-purpose room, which will serve as the gymnasium for physical education classes/sports activities, is proposed, further minimizing any noise created by any physical activities of the students as most physical activities are to be confined within this multi-purpose room and this enclosure will also buffer the students from outside noise sources.

The proposed school buildings are at least 150 feet from the residential properties to the south. Therefore, operational noise associated with project-related activities would be less than significant.

Noise generated during construction will be regulated through the Los Angeles County Municipal Code, Title 12, Chapter 12.08, Noise Control. It states that no construction equipment may operate between the hours of 7:00 p.m. and 7:00 a.m., Monday through Saturday, or at any time on Sunday or holidays, if the noise disturbance crosses a residential or commercial real property line.

14. POPULATION AND HOUSING

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Cumulatively exceed official regional or local population projections?	☐	☐	☐	☒
c) Displace existing housing, especially affordable housing?	☐	☐	☐	☒
d) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The proposed project would serve the existing student population in and around the immediate area by increasing schooling options. No substantial increase in population growth is anticipated as a result of this project. The project includes the demolition of the commercial building on the subject parcel as depicted on the Demolition Plan and the construction of the buildings for the high school on this same parcel. The adjacent parcel APN 5232-016-047 is currently developed as a parking lot and will continue to be used as a parking lot to serve the middle school on that same parcel and to provide parking for the proposed high school. No people would be displaced as there are no residential buildings on-site. The project does not include the development of new housing. Therefore, there will be no population and housing impacts of the proposed project.

15. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection? Source: LA County Fire Department	☐	☐	☒	☐
Sheriff protection? Source: LA County Sheriff's Department	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Libraries?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

The LA County Fire Department provides fire protection services in the unincorporated County area. The closest fire station is Station No. 1, which is located at 1108 North Eastern Avenue, Los Angeles, CA 90063, approximately 2 miles northwest from the project site. The LA County Sheriff's Department provides Sheriff protection services in the unincorporated County area. The closest Sheriff Station is located at 5019 East Third Street, Los Angeles, CA 90022, approximately 2.9 miles east of the project site. The proposed charter school serves school-aged children, relieving nearby schools and school facilities. The Los Angeles Unified School District will be consulted.

The project might increase the demand for usage of existing parks and libraries in the area as school children may stop by to use these facilities after school. But, a multi-purpose room is proposed as part of the project and will absorb that demand. However, because the student body consists of local residents, the construction of the school will not create an increase in the population of the community. The closest public library is Los Angeles County East Los Angeles Library at 4837 East 3rd Street, Los Angeles, CA 90022, approximately 1.8 miles away. The closest park in the vicinity is Obregon Park, which is approximately 0.60 miles from the project site located at 4021 East 1st Street, Los Angeles, CA 90063.

16. RECREATION

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
c) Is the project consistent with the Department of Parks and Recreation Strategic Asset Management Plan for 2020 (SAMP) and the County General Plan standards for the provision of parkland?	☐	☐	☒	☐
d) Would the project interfere with regional open space connectivity?	☐	☐	☒	☐

The project might have a slight impact on existing neighborhood recreational facilities as students might stop by nearby parks after school. However, because the student body consists of local residents, the construction of the school will not create an increase in the population of the community. The majority of the students are expected to walk, bike, or take public transportation to and from school. Furthermore, the proposal includes an outdoor courtyard area and a multi-purpose room which will serve as a venue for physical activities, like any other school. Having such recreational areas and facilities at their school, the students' use of nearby public parks and recreational facilities will be minimal to none.

17. TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel, and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? Measures of performance effectiveness include those found in the most up-to-date Southern California Association of Governments (SCAG) Regional Transportation Plan, County Congestion Management Plan, and County General Plan Mobility Element.	☐	☐	☒	☐
b) Exceed the County Congestion Management Plan (CMP) Transportation Impact Analysis thresholds?	☐	☐	☒	☐
c) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP, for designated roads or highways (50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link)?	☐	☐	☒	☐
d) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

f) Result in inadequate emergency access?	☐	☐	☒	☐
g) Conflict with the Bikeway Plan, Pedestrian Plan, Transit Oriented District development standards in the County General Plan Mobility Element, or other adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐
h) Decrease the performance or safety of alternative transportation facilities?	☐	☐	☒	☐

The proposal includes a Parking Permit for shared off-site parking allowing the high school to use the excess parking spaces in the parking lot of the adjacent middle school's property.

Temporary traffic impacts would result from the construction of the proposed project, generated by construction equipment and vehicles. However, these impacts are short-term and would be considered less than significant. Long-term traffic impacts would be from vehicle trips generated by the project, especially during peak hours. Peak hours will be prior to the start of the school day at 7:30 a.m. After school activities beginning at 3:30 p.m. would dissipate the after school traffic. The applicant proposes operating hours for the school that are to differ from those for Belvedere Elementary School, an existing public school directly east and across the street on Rowan Avenue, which has school operating hours of 8:00 a.m. and 2:30 p.m.

Any proposed traffic impacts are reduced due to the use of the parking lot by staff and occasional guests only since the student body of the high school are discouraged from driving to school as they will be restricted from using the parking lot. The proposed high school requires 47 parking spaces based on the occupancy load as determined by Los Angeles County Building & Safety of the largest place of assembly, or the multi-purpose room, at a rate of 1 parking space per 5 occupants. Per approved Project R2011-01275, the adjacent middle school is required to have 20 parking spaces for its own use but was approved to contain 67 parking spaces, with 47 excess parking spaces to serve the adjacent nonconforming commercial retail building that is now to be replaced by the high school. Therefore, the existing parking lot within the adjacent middle school property contains enough parking spaces to adequately serve itself and the proposed high school in this project. The parking requirement of the County Planning and Zoning Code Title 22 is met.

The applicant proposes an internal pick-up and drop-off area to eliminate queuing on the street. LA County Public Works will review the circulation plan and traffic study and mitigations will be implemented by the applicant as appropriate. The frequency of cars entering and leaving the lot is predictable and potentially less than those entering and leaving a commercial development on the same site. There will be two parking lot entrances on Rowan Avenue and one exit onto Townsend Avenue, creating a one-way traffic circulation

pattern. Weekend traffic will be minimal as there will be limited school activities offered on Saturdays and none on Sundays.

Various other project features are proposed by the applicant to reduce vehicular trips and traffic impacts of the project. The school is situated on 1st Street, a major public transportation thoroughfare, with public transit provided by Los Angeles County Metropolitan Transit Authority (Metro), the East Los Angeles Shuttle, and the City of Montebello. Walking and biking are also encouraged and it is noted that 80-90% of the student body lives within two miles of the project site. Bike racks will be provided. Otherwise, these students may choose to take public transportation to school. Thus, the traffic impacts of the project are less than significant.

Also, due to the proposed relocation of driveway entrances and exits, on-street parking meters/parking stalls along Townsend Avenue and Rowan Avenue will need to be adequately relocated/removed as determined by Public Works.

The project would not result in any air traffic pattern changes. The high school site is adjacent to residential properties to the south and west, commercial properties to the north and west, and two schools to the east. There are no public airports, private airports, or airstrips in the vicinity. The closest airport to the project site is El Monte Airport, which is approximately 17 miles away.

Also, there will not be any traffic impacts to emergency access or facilities necessary in the event of an emergency, including causing no impediments to emergency vehicles. The applicant will be required to provide adequate emergency access as determined by the Fire Department. The project is located in an urbanized area and is not within a Very High Fire Hazard Severity Zone. Adequate access from 1st Street, Rowan Avenue, and Townsend Avenue must be provided and minimum fire flow standards per LA County Fire Department will be required to be met.

18. UTILITIES AND SERVICE SYSTEMS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Exceed wastewater treatment requirements of the Los Angeles or Lahontan Regional Water Quality Control Boards?	☐	☐	☒	☐
b) Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Create drainage system capacity problems, or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses?	☐	☐	☒	☐
e) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52) or Drought Tolerant Landscaping Ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 21, Part 21)?	☐	☐	☒	☐
f) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

g) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
h) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

The project site is currently served and will continue to be served by public water and public sewer. The proposed school will arrange for trash disposal and will comply with all applicable regulations related to solid waste. Electricity service to the school will be provided by Southern California Edison and the building will be designed to satisfy any California Green Building Standards (CALGreen Code) from the California Department of General Services, Division of the State Architect (DSA). A Standard Urban Storm water Mitigation Plan (SUSMP) is required, to be reviewed by Los Angeles County Public Works. Also, a sewer area study is required to be reviewed by Public Works. Since the demand for water, wastewater treatment, and solid waste disposal attributable to this project is expected to be minimal compared to the amount of services being offered to the service area, the impact on utilities and service systems is determined to be less than significant.

19. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

1st Street/Alliance Media Arts and Ent High School

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
High School	22.42	1000sqft
Parking Lot	40.95	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Southern California Edison
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - Per applicant's application, the school is proposed to have a 600-study body and the Assessor's Map depicts the parcel to contain 0.64 acres.

Construction Phase - Construction to occur in 2013 and 2014.

Grading - Per applicant's application.

Demolition -

Land Use Change -

Sequestration -

Mobile Land Use Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013	0.45	2.54	1.87	0.00	0.09	0.17	0.27	0.01	0.17	0.18	0.00	275.73	275.73	0.04	0.00	276.50
2014	0.77	0.19	0.14	0.00	0.00	0.02	0.02	0.00	0.02	0.02	0.00	18.65	18.65	0.00	0.00	18.70
Total	**1.22**	**2.73**	**2.01**	**0.00**	**0.09**	**0.19**	**0.29**	**0.01**	**0.19**	**0.20**	**0.00**	**294.38**	**294.38**	**0.04**	**0.00**	**295.20**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013	0.45	2.54	1.87	0.00	0.03	0.17	0.20	0.01	0.17	0.18	0.00	275.73	275.73	0.04	0.00	276.50
2014	0.77	0.19	0.14	0.00	0.00	0.02	0.02	0.00	0.02	0.02	0.00	18.65	18.65	0.00	0.00	18.70
Total	**1.22**	**2.73**	**2.01**	**0.00**	**0.03**	**0.19**	**0.22**	**0.01**	**0.19**	**0.20**	**0.00**	**294.38**	**294.38**	**0.04**	**0.00**	**295.20**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.30	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	56.72	56.72	0.00	0.00	57.07
Mobile	0.23	0.57	2.28	0.00	0.34	0.02	0.36	0.01	0.02	0.04	0.00	321.61	321.61	0.02	0.00	321.94
Waste						0.00	0.00		0.00	0.00	5.92	0.00	5.92	0.35	0.00	13.26
Water						0.00	0.00		0.00	0.00	0.00	9.01	9.01	0.02	0.00	9.72
Total	**0.53**	**0.58**	**2.29**	**0.00**	**0.34**	**0.02**	**0.36**	**0.01**	**0.02**	**0.04**	**5.92**	**387.34**	**393.26**	**0.39**	**0.00**	**401.99**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.30	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	56.72	56.72	0.00	0.00	57.07
Mobile	0.23	0.57	2.28	0.00	0.34	0.02	0.36	0.01	0.02	0.04	0.00	321.61	321.61	0.02	0.00	321.94
Waste						0.00	0.00		0.00	0.00	5.92	0.00	5.92	0.35	0.00	13.26
Water						0.00	0.00		0.00	0.00	0.00	9.01	9.01	0.02	0.00	9.72
Total	**0.53**	**0.58**	**2.29**	**0.00**	**0.34**	**0.02**	**0.36**	**0.01**	**0.02**	**0.04**	**5.92**	**387.34**	**393.26**	**0.39**	**0.00**	**401.99**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
New Trees					72.22
Vegetation Land Change					0.00
Total					**72.22**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.37	0.22	0.00		0.02	0.02		0.02	0.02	0.00	34.00	34.00	0.00	0.00	34.08
Total	**0.05**	**0.37**	**0.22**	**0.00**	**0.01**	**0.02**	**0.03**	**0.00**	**0.02**	**0.02**	**0.00**	**34.00**	**34.00**	**0.00**	**0.00**	**34.08**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.03	0.02	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	4.84	4.84	0.00	0.00	4.84
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.37	1.37	0.00	0.00	1.37
Total	**0.00**	**0.03**	**0.03**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**6.21**	**6.21**	**0.00**	**0.00**	**6.21**

3.2 Demolition - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.37	0.22	0.00		0.02	0.02		0.02	0.02	0.00	34.00	34.00	0.00	0.00	34.08
Total	**0.05**	**0.37**	**0.22**	**0.00**	**0.01**	**0.02**	**0.03**	**0.00**	**0.02**	**0.02**	**0.00**	**34.00**	**34.00**	**0.00**	**0.00**	**34.08**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.84	4.84	0.00	0.00	4.84
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.37	1.37	0.00	0.00	1.37
Total	**0.00**	**0.03**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**6.21**	**6.21**	**0.00**	**0.00**	**6.21**

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.05	0.03	0.00		0.00	0.00		0.00	0.00	0.00	4.43	4.43	0.00	0.00	4.44
Total	**0.01**	**0.05**	**0.03**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**4.43**	**4.43**	**0.00**	**0.00**	**4.44**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.13
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.13**	**0.13**	**0.00**	**0.00**	**0.13**

3.3 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.05	0.03	0.00		0.00	0.00		0.00	0.00	0.00	4.43	4.43	0.00	0.00	4.44
Total	**0.01**	**0.05**	**0.03**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**4.43**	**4.43**	**0.00**	**0.00**	**4.44**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.13
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.13**	**0.13**	**0.00**	**0.00**	**0.13**

3.4 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.05	0.03	0.00		0.00	0.00		0.00	0.00	0.00	4.88	4.88	0.00	0.00	4.89
Total	**0.01**	**0.05**	**0.03**	**0.00**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.00**	**4.88**	**4.88**	**0.00**	**0.00**	**4.89**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.18	1.18	0.00	0.00	1.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.18
Total	**0.00**	**0.01**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.36**	**1.36**	**0.00**	**0.00**	**1.36**

3.4 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.05	0.03	0.00		0.00	0.00		0.00	0.00	0.00	4.88	4.88	0.00	0.00	4.89
Total	**0.01**	**0.05**	**0.03**	**0.00**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.00**	**4.88**	**4.88**	**0.00**	**0.00**	**4.89**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.18	1.18	0.00	0.00	1.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.18
Total	**0.00**	**0.01**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.36**	**1.36**	**0.00**	**0.00**	**1.36**

3.5 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.31	1.59	1.12	0.00		0.11	0.11		0.11	0.11	0.00	159.14	159.14	0.03	0.00	159.67
Total	**0.31**	**1.59**	**1.12**	**0.00**		**0.11**	**0.11**		**0.11**	**0.11**	**0.00**	**159.14**	**159.14**	**0.03**	**0.00**	**159.67**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.12	0.08	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	17.15	17.15	0.00	0.00	17.16
Worker	0.01	0.01	0.14	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	20.44	20.44	0.00	0.00	20.47
Total	**0.02**	**0.13**	**0.22**	**0.00**	**0.04**	**0.00**	**0.04**	**0.00**	**0.00**	**0.00**	**0.00**	**37.59**	**37.59**	**0.00**	**0.00**	**37.63**

3.5 Building Construction - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.31	1.59	1.12	0.00		0.11	0.11		0.11	0.11	0.00	159.14	159.14	0.03	0.00	159.67
Total	**0.31**	**1.59**	**1.12**	**0.00**		**0.11**	**0.11**		**0.11**	**0.11**	**0.00**	**159.14**	**159.14**	**0.03**	**0.00**	**159.67**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.12	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.15	17.15	0.00	0.00	17.16
Worker	0.01	0.01	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.44	20.44	0.00	0.00	20.47
Total	**0.02**	**0.13**	**0.22**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**37.59**	**37.59**	**0.00**	**0.00**	**37.63**

3.6 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.05	0.31	0.20	0.00		0.03	0.03		0.03	0.03	0.00	25.63	25.63	0.00	0.00	25.71
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.05**	**0.31**	**0.20**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**25.63**	**25.63**	**0.00**	**0.00**	**25.71**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.37	2.37	0.00	0.00	2.37
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.37**	**2.37**	**0.00**	**0.00**	**2.37**

3.6 Paving - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.05	0.31	0.20	0.00		0.03	0.03		0.03	0.03	0.00	25.63	25.63	0.00	0.00	25.71
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.05**	**0.31**	**0.20**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**25.63**	**25.63**	**0.00**	**0.00**	**25.71**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.37	2.37	0.00	0.00	2.37
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.37**	**2.37**	**0.00**	**0.00**	**2.37**

3.6 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.18	0.12	0.00		0.01	0.01		0.01	0.01	0.00	15.53	15.53	0.00	0.00	15.58
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.03**	**0.18**	**0.12**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**15.53**	**15.53**	**0.00**	**0.00**	**15.58**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.41	1.41	0.00	0.00	1.42
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.41**	**1.41**	**0.00**	**0.00**	**1.42**

3.6 Paving - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.18	0.12	0.00		0.01	0.01		0.01	0.01	0.00	15.53	15.53	0.00	0.00	15.58
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.03**	**0.18**	**0.12**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**15.53**	**15.53**	**0.00**	**0.00**	**15.58**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.41	1.41	0.00	0.00	1.42
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.41**	**1.41**	**0.00**	**0.00**	**1.42**

3.7 Architectural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.73					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.40	1.40	0.00	0.00	1.41
Total	**0.73**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1.40**	**1.40**	**0.00**	**0.00**	**1.41**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.30
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.30**	**0.30**	**0.00**	**0.00**	**0.30**

3.7 Architectural Coating - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.73					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.40	1.40	0.00	0.00	1.41
Total	**0.73**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1.40**	**1.40**	**0.00**	**0.00**	**1.41**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.30
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.30**	**0.30**	**0.00**	**0.00**	**0.30**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.23	0.57	2.28	0.00	0.34	0.02	0.36	0.01	0.02	0.04	0.00	321.61	321.61	0.02	0.00	321.94
Unmitigated	0.23	0.57	2.28	0.00	0.34	0.02	0.36	0.01	0.02	0.04	0.00	321.61	321.61	0.02	0.00	321.94
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High School	288.99	97.98	40.13	629,541	629,541
Parking Lot	0.00	0.00	0.00		
Total	288.99	97.98	40.13	629,541	629,541

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
High School	8.90	13.30	7.40	77.80	17.20	5.00
Parking Lot	8.90	13.30	7.40	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	43.69	43.69	0.00	0.00	43.96
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	43.69	43.69	0.00	0.00	43.96
NaturalGas Mitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	13.03	13.03	0.00	0.00	13.11
NaturalGas Unmitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	13.03	13.03	0.00	0.00	13.11
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
High School	244143	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	13.03	13.03	0.00	0.00	13.11
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**13.03**	**13.03**	**0.00**	**0.00**	**13.11**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
High School	244143	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	13.03	13.03	0.00	0.00	13.11
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**13.03**	**13.03**	**0.00**	**0.00**	**13.11**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
High School	150207					43.69	0.00	0.00	43.96
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**43.69**	**0.00**	**0.00**	**43.96**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
High School	150207					43.69	0.00	0.00	43.96
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**43.69**	**0.00**	**0.00**	**43.96**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.30	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.30	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.23					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.30**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.23					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.30**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					9.01	0.02	0.00	9.72
Unmitigated					9.01	0.02	0.00	9.72
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
High School	0.744448 / 1.91429					9.01	0.02	0.00	9.72
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**9.01**	**0.02**	**0.00**	**9.72**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
High School	0.744448 / 1.91429					9.01	0.02	0.00	9.72
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**9.01**	**0.02**	**0.00**	**9.72**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					5.92	0.35	0.00	13.26
Unmitigated					5.92	0.35	0.00	13.26
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
High School	29.15					5.92	0.35	0.00	13.26
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**5.92**	**0.35**	**0.00**	**13.26**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
High School	29.15					5.92	0.35	0.00	13.26
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**5.92**	**0.35**	**0.00**	**13.26**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					72.22	0.00	0.00	72.22
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Others	0 / 0.4					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

9.1 Net New Trees

Species Class

	Number of Trees	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
		tons				MT			
Miscellaneous	102					72.22	0.00	0.00	72.22
Total						**72.22**	**0.00**	**0.00**	**72.22**

MITIGATION MONITORING PROGRAM
PROJECT NO. R2013-00084 / PARKING PERMIT NO. 201300002 / ENV NO. 201300015

The Department of Regional Planning staff has determined that the following mitigation measures for the project are necessary in order to assure that the proposed project will not cause significant impacts on the environment.

The permittee shall deposit the sum of $6,000.00 with the Department of Regional Planning within 30 days of permit approval in order to defray the cost of reviewing and verifying the information contained in the reports required by the Mitigation Monitoring Program.

Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
AESTHETICS				
No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
AGRICULTURE/FOREST				
No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
AIR QUALITY				
No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
BIOLOGICAL RESOURCES				
No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
CULTURAL RESOURCES				
The existing commercial building on the subject property contains an existing 18-panel mural that is considered a significant cultural and historical resource for the County and the community as defined in the State CEQA Guidelines. The applicant proposes to remove the existing 18-panel mural from the façade of the existing commercial building, store it, and re-install it on the subject property in a manner that will ensure all potential impacts are mitigated to a level of less than significant. As mitigation for potential impacts of the Project on cultural and historical resources, the applicant shall prepare a Mural Preservation Plan that provides for the removal, storage, and reinstallation of the murals consistent with the provisions set forth herein and conducted in the manner detailed below. The Mural Preservation Plan shall contain, without limitation, the following provisions and shall be approved by the Director of Regional Planning prior to the issuance of a demolition permit.				

Installed in 1974, the 18-panel mural is set into the architectural façade of the commercial structure located at 3640 E. 1st Street, East Los Angeles. Each mural depicts various imagery of cultural and historical significance arranged in a narrative spanning 17 arched window insets and a central two part medallion on the building exterior at approximately the 2nd story. Each mural is constructed from hand-glazed 4"x4" ceramic tiles set with mortar (or similar adhesive agent) directly on wood and mesh paneling. Each wood paneling section is set into the arched inset windows with stucco surrounding the arches.

A framed glass window was found behind the mural, with 2x4s protecting this window from each mural in front of it. Each mural panel is approximately 2' thick and consists of layers of mesh, concrete, mesh and then a layer of grout, which holds the tiles in place. Each mural can only be removed from the front, because there is no open access from the backside, due to the glass window behind.

The applicant shall remove, preserve, and reinstall on the Project site the existing 18-panel mural. Prior to the issuance of a demolition permit, the applicant shall prepare a Mural Preservation Plan to govern the process of removing, storing, and reinstalling the existing mural on the Project site. The applicant shall retain a qualified expert in mural preservation to ensure implementation of the Mural Preservation Plan. The Mural Preservation Plan shall contain, without limitation, all of the following provisions:

1.	**Removal** The process of removal of the 18-panel murals shall ensure that the safest techniques and methods be followed, including making sure the murals are removed intact, with no damage to the artwork to the greatest extent feasible and of which would reduce the cultural or historical significance thereof. The removal process shall take place as follows for each panel. However, due to the size of the central medallion, the panel may have to be bisected at a grouting seam to enable the safe removal in two sections. If the panel is required to be cut, the panel shall be reconfigured and secured after removal. • All stages of removal and storage shall be documented by digital photography. • Scaffolding shall be erected on the sidewalk to access the murals. It is anticipated the scaffolding will run the length of 3 panel sections. Scaffolding shall be enclosed to prevent debris from falling. • The tile shall be faced with cloth or nylon mesh using a reversible adhesive. This will protect the	Include in Mural Preservation Plan	Plan must be developed before demolition permit	Applicant/Property Owner	DRP

	glazed tile surfaces in addition to keeping tiles intact during the removal process. • Each arched stucco decorative frame shall be cut and removed from the primary façade working on 3 panel sections simultaneously. • Once the arched frames have been removed from the building, the mural panels will be accessible from perimeter edges. The internal anchoring system from the panels shall be mechanically cut, freeing the panels from the façade structure. • A wood suspension crating system will be fit around each free panel and secured to encapsulate and protect each panel during removal. • An extension forklift will be positioned and extended above the panel. The chain or nylon webbing extending upwards from the crating system will be fastened to the forks and lifted from the façade and placed on ground level. • 8. The crating system will be opened and the panel shall be blanket wrapped and shrink wrapped in preparation for storage.				
2.	**<u>Storage and Conservation Treatment</u>** A Storage and Conservation Plan shall be developed, as part of the Mural Preservation Plan, to the satisfaction of the Director of Regional Planning. The Storage and Conservation Plan shall contain, without limitation, the following requirements. Each blanket and shrink-wrapped panel shall be transported to a secured storage facility for storage and conservation treatment. The applicant shall retain the services of a recognized expert in the crating, transport, and storage of murals. Any mural shall be reinforced or framed as necessary to ensure safe storage, based on the recommendations of the retained expert.	Include in Mural Preservation Plan	Plan must be developed before demolition permit	Applicant/Property Owner	DRP

	The Conservation Treatment shall take place as follows for each panel to ensure the best possible preservation until the time of reinstallation. • All panels shall be documented before and after treatment using digital photography. • Each panel will be unwrapped. • The cloth or nylon mesh protecting the glazed tile surfaces will be removed to expose the tile. • Tile surfaces shall be washed with Orvus WA paste detergent and distilled water using nylon brushes. • Any damages/cracks/losses sustained to the tile shall be repaired using Edison tile fill mortar and Edison Aquathane glaze, color-matched to the original surface. No damage to the artwork shall be maintained to the greatest extent feasible and damage which would reduce the cultural or historical significance thereof shall be strictly prohibited. • Any losses to the grout shall be re-grouted using color-matched grout to create a unified and cohesive surface appearance.				
3.	**<u>Reinstallation</u>** The 18-panel mural shall be reinstalled and re-established on the subject property exactly as how it had existed on the property, fully preserving the integrity of the mural as it was originally installed on the property. This includes, but is not limited to, locating each panel in a 3-panel sequence, in the same order and distance apart from each other as it had existed previously, and at the 2nd story height. The essence of the reinstalled mural shall be like that of what used to exist on the property so that returning visitors to the site would not know the difference between the old and the new. A Reinstallation Plan shall be developed, as part of the	Include in Mural Preservation Plan	Plan must be developed before demolition permit. Reinstallation must be completed prior to issuance of Certificate of Occupancy for high school.	Applicant/Property Owner	DRP

	Mural Preservation Plan, to the satisfaction of the Director of Regional Planning that includes the above, and any other, mandatory requirements. This Reinstallation Plan shall be developed with qualified engineer(s) and architect(s) prior to the building of the wall to which the panels will be mounted. Such Reinstallation Plan may include the following provisions: • Each arched panel will have 3 horizontal stainless bars secured with anchors to the backs of each panel. • While the wall is still being built, the horizontal bars will be secured into two studs in the wall structure, either 16" or 24" apart decided by the architect. • The metal archways will be built around the murals. • The front of the murals will be protected while the wall is being built around them.				
ENERGY					
	No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
GEOLOGY/SOILS					
	No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
GREENHOUSE GAS EMISSIONS					
	No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
HAZARDS/HAZARDOUS MATERIALS					
	No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
HYDROLOGY/WATER QUALITY					
	No impacts are identified in the Mitigated Negative	None	N/A	N/A	N/A

	Declaration for this resource.				
LAND USE/PLANNING					
	No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
MINERAL RESOURCES					
	No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
NOISE					
	No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
POPULATION/HOUSING					
	No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
PUBLIC SERVICES					
	No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
RECREATION					
	No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
TRANSPORTATION/TRAFFIC					
	No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
UTILITIES/SERVICES					
	No impacts are identified in the Mitigated Negative Declaration for this resource.	None	N/A	N/A	N/A
MITIGATION COMPLIANCE					
	As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are	Submittal and approval of	Yearly and as required until all	Applicant and subsequent	DRP

responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented and completed.	compliance report and replenishing mitigation monitoring account	measures are completed.	owner(s)	

As the applicant, I agree to incorporate these mitigation measures into the project, and understand that the public hearing and consideration by the Hearing Officer and/or Regional Planning Commission will be on the project as mitigation measures.

_____ _____

Applicant Date

_____ _____

Staff Date

ALLIANCE
College-Ready Public Schools

April 5, 2013

Regional Planning Commission

Department of Regional Planning

320 West Temple Street, 13th Floor

Los Angeles, CA 90012

Re: Project No. R2013-00084, Mural Preservation Plan

Dear Commissioners,

Alliance College Ready Public School (Alliance) procured the services of Sculpture Conservation Studio to develop the Preservation Plan for the murals located on the façade of the building located at 3640 E 1st Street.

Sculpture Conservation Studio is a Los Angeles based full service facility that tests and recommends non-destructive treatments for the preservation and conservation of sculpture and architectural elements. After reviewing the Plan, Alliance agrees with the proposed treatments and intends to comply fully with the Mural Preservation Plan.

Attached is the Mural Preservation Plan for your review.

Regards,

David Hyun

Chief Operation Officer

Sculpture Conservation Studio
1946 S La Cienega Blvd.
Los Angeles, CA 90034
T: 310 839 5300
F: 310 839 5044
sculpcons@gmail.com

TREATMENT PROPOSAL

Date: March 4, 2013

To: Akil Manley
PCSD
316 W. 2nd. St. Suite 900
Los Angeles, CA 90012

Re: Tile murals removal located at 3640 E. 1st St

All of our work conforms to the strictest conservation standards and the guidelines specified by the American Institute for Conservation of Historic and Artistic Works and with the United States Department of the Interior's Standards for Historic Buildings.

Description:

Installed in 1974, 18 tile mural panels are set into the architectural façade of the structure located on 3640 E. 1st. Street in Los Angeles. Each mural depicts various imagery of cultural and historical significance arranged in a narrative spanning 17 arched window insets and a central two part central medallion on the building exterior at approximately the 2nd story. Each mural is constructed from hand-glazed 4"x4" ceramic tiles set with mortar (or similar adhesive agent) directly on wood and mesh paneling. Each wood paneling section is set into the arched inset windows with stucco surrounding the arches.

Due to the impending demolition of the current structure and a need for removal and reinstallation of the murals on a school located on the same site, a plan has been developed for the conservation/removal of these murals. An assessment was performed by SCS on January 28th, 2013 to verify the specifics of removal and storage of the murals.

Research Findings:

SCS was given permission to expose the front stucco wall between two tile panels to determine the exact width of the murals, how they were mounted and their attachment to the walls or frames.
Our team opened up a small hole on the front of the building on Thursday, February 21, 2013. Because it was very dark inside, two people crawled into the hole to take a closer look and document the findings. A framed glass window was found behind the mural, with 2 x4's protecting this window from the mural in front of it. The mural itself is 2' thick and consists of layers of mesh, concrete, mesh and then a layer of grout, which holds the tiles in place.
The murals can only be removed from the front, because there is no open access from the backside, due to the glass windows.

All steps for removing the murals will be performed using the safest techniques and methods for the safety of the trained conservation staff and to insure that the murals will be removed intact, with none or minimal damage to the artworks. Once they are removed, they will be safely stored in a climate controlled fine arts warehouse.

Proposed Removal Process:

1. All stages of removal and storage will be documented with digital photography.
2. Scaffolding will be erected on the sidewalk to access the murals. It is anticipated the scaffolding will run the length of 3 panel sections. Scaffolding will be enclosed to prevent debris from falling.
3. The tile will be faced with cloth or nylon mesh using a reversible adhesive. This will protect the glazed tile surfaces in addition to keeping tiles intact during the removal process.
4. Each arched stucco decorative frame will be cut and removed from the primary façade working on 3 panel sections simultaneously.
5. Once the arched frames have been removed from the building, the mural panels will be accessible from perimeter edges. The internal anchoring system from the panels will be mechanically cut, freeing the panels from the façade structure.
6. A wood suspension crating system will be fit around each free panel and secured to encapsulate and protect during removal.
7. An extension forklift will be positioned and extended above the panel. The chain or nylon webbing extending upwards from the crating system will be fastened to the forks and lifted from façade and placed on ground level.
8. The crating system will be opened and the panel will be blanket wrapped and shrink wrapped in preparation for storage.

*This process will be repeated for each panel. It is anticipated that due to the size of the central medallion, the panel may have to be bisected at a grouting seam to enable the safe removal in two sections. If the panel is required to be cut, the panel will be re-configured and secured after removal.

Storage:

Each blanket and shrink-wrapped panel will be transported to a secured storage facility.

ESTIMATED COSTS FOR REMOVAL:

Labor:

1 Foreman @ $650/day x 30-40 days	$19,500.00 - $26,000.00
1 Lead @ $600/day x 30-40 days	$18,000.00 - $24,000.00
3 Sr. Technicians @ $550/day x 30-40 days	$49,500.00 - $66,000.00
1 Conservator @ $700/day x 10-20 days	$ 7,000,00 - $14,000.00

Equipment Rental:

Scaffolding	$1,400.00
Forklift	$3,580.00
Dumpster	$1,270.00

Materials:

Wood/ Hardware	$800.00
Cutting Equipment	$1,500.00
Safety Equipment	$650.00
Blankets/ shrink-wrap	$450.00
Edison mortar, glaze, grout	$625.00
Protective wrapping	$2500.00
Mural pickup to Cooke's Crating	Please see next page
Insurance and Documentation	$850.00
TOTAL ESTIMATED COSTS	**$107,625.00 - $143,625.00***

*10% overhead cost will be added to total

Access to electrical and parking for 2 cars will need to be provided.

Conservation Treatment Proposal:

1. All panels will be documented before and after treatment using digital photography.
2. Each panel will be unwrapped.
3. The cloth or nylon mesh protecting the glazed tile surfaces will be removed to expose the tile.
4. Tile surfaces will be washed with Orvus WA paste detergent and distilled water using nylon brushes.
5. Any damages/ cracks/ losses sustained to the tile will be repaired using Edison tile fill mortar and Edison Aquathane glaze, color –matched to the original surface.
6. Any losses to the grout will be re-grouted using color-matched grout to create a unified and cohesive surface appearance.

ESTIMATED COSTS OF CONSERVATION WORK:

The conservation of the murals will be performed in the yard of Cooke's Crating.
The facing will be removed and all broken or cracked tiles will be conserved.

1 Conservator @ $700/day for 8 to 10 days	$ 5600.00 - $7,000.00
2 Senior Technicians @ $550/day for 8 to 10 days	$ 8,800.00 - $11,000.00
Materials	$ 750.00
Travel Time	$ 1500.00
Documentation	$ 350.00
TOTAL ESTIMATED COSTS:	**$17,000.00 - $20,600.00**

If the murals need to be reinforced or framed before they are installed, a separate proposal will be submitted.

STORAGE AND TRANSPORTATION COSTS: (Cooke's Crating)

Pick up and transportation from 1st St. to Cooke's
Inventory and storage placement
Handling fee to move murals during restoration
Storage fee per month
Delivery of murals to 1st St.

TOTAL ESTIMATED COSTS: **PENDING**

INSTALLATION OF TILE MURAL PANELS

Sculpture Conservation Studio will work with the building architects and engineers to establish a mounting system and method to mount the panels in the designated space. It is unknown at this time the extent of modifications necessary to securely mount the panels. Total costs for this process can be submitted once an installation plan has been established.

One suggested mounting method, which will need to be discussed with the architect and engineer prior to building the wall is as follows:

1. Each arched panel will have 3 horizontal stainless bars secured,with anchors to the backs of each panels.
2. While the wall is still being built, the horizontal bars will be secured into two studs in the wall structure (the architect will decide if the studs are 16" or 24" apart).
3. The metal archways will be built around the murals.
4. The front of the murals will be protected while the wall is being built around them.

Submitted by: Andrew Smith, Conservation Project Manager, Sculpture Conservation Studio.
Andrea Morse, Principal Conservator, Sculpture Conservation Studio

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

April 10, 2013

Akil Manley
316 W. 2nd Street, #900
Los Angeles, CA 90007

Subject: CEQA Filing Fee Exemption Request

Project Name: Alliance Media Arts and Entertainment High School

SCH Number and/or local agency ID number: N/A

Dear Akil Manley:

Based on a review of the project referenced above, the Department of Fish and Game has determined that for the purposes of the assessment of CEQA filing fees (Fish and Game Code Section 711.4(c)) the project has the potential to affect fish and wildlife, or their habitat, and the project as described requires payment of a CEQA filing fee pursuant to the California Code of Regulations, Title 14, Section 753.5(d). At the time of filing of the Notice of Determination with the county clerk or Office of Planning and Research (State Clearinghouse), the appropriate CEQA filing fee will be due and payable. Please see the following website for a list of current fees: http://www.dfg.ca.gov/habcon/ceqa/ceqa_changes.html

This determination is for the purpose of assessment of CEQA filing fees and is independent of a lead agency's conclusion or determination regarding a project's effect on the environment pursuant to CEQA Statute 21082.2 or CEQA Guidelines 15064. If you have any questions, please contact me at (626) 797-3170.

Sincerely,

Scott Harris
Environmental Scientist

COUNTY OF LOS ANGELES

500' RADIUS MAP

GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD

ALHAMBRA CA 91803

(626) 441-1080 FAX (626) 441-8850

gcmapping@radiusmaps.com

LEGEND

○ SINGLE FAMILY RESIDENCE

○ NUMBER OF UNITS

ALL OTHER USES AS SHOWN

CASE NO

DATE 01-08-2013

SCALE 1" = 100'

LAND USE MAP