County of Los Angeles
CHIEF EXECUTIVE OFFICE
Kenneth Hahn Hall of Administration
500 West Temple Street, Room 713, Los Angeles, California 90012
(213) 974-1101
http://ceo.lacounty.gov

WILLIAM T FUJIOKA
Chief Executive Officer

Board of Supervisors
GLORIA MOLINA
First District

MARK RIDLEY-THOMAS
Second District

ZEV YAROSLAVSKY
Third District

DON KNABE
Fourth District

MICHAEL D. ANTONOVICH
Fifth District

October 18, 2011

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

DEPARTMENT OF PUBLIC WORKS:
BISCAILUZ CENTER REFURBISHMENT TRAINING ACADEMY PHASE II
ADOPT ADDENDUM TO MITIGATED NEGATIVE DECLARATION
APPROVE APPROPRIATION ADJUSTMENT
AWARD SUPPLEMENTAL AGREEMENTS
ADOPT, ADVERTISE, AND AWARD
SPECS. 6551; CAPITAL PROJECT NO. 86801
(FIRST DISTRICT) (3 VOTES)

SUBJECT

This action will adopt an Addendum to the Mitigated Negative Declaration, approve an appropriation adjustment, award supplemental agreements, adopt plans and specifications, advertise for bids, and delegate authority to the Director of Public Works, or her designee, to award a construction contract for the Biscailuz Center Refurbishment Training Academy Phase II Project.

IT IS RECOMMENDED THAT YOUR BOARD:

1. Consider the Addendum together with the previously adopted Mitigated Negative Declaration for the Eugene C. Biscailuz Regional Training Center Project; find that the Addendum has been prepared in compliance with the requirements of the California Environmental Quality Act; and reflects the independent judgment and analysis of your Board and that your Board has considered the information contained in the Addendum and the Mitigated Negative Declaration prior to approving the revised Project.

2. Approve the appropriation adjustment transferring $706,000 in prior year net County cost currently appropriated within the Fiscal Year 2011-12 Capital Projects/Refurbishments Budget under the Special Enforcement Bureau Replacement Facility Project (Capital Project No. 77397) to the Biscailuz Center Refurbishment Training Academy Phase II Project (Capital Project No. 86801) to fund increased Project costs.

3. Approve the revised total Project budget of $4,112,000, which reflects the reduction of $706,000 for the Special Enforcement Bureau Replacement Facility Project (Capital Project No. 77397), and the increase of $706,000 for a revised total Project budget of $22,132,000 for the Biscailuz Center Refurbishment Training Academy Phase II Project (Capital Project No. 86801).

4. Award and authorize the Director of Public Works, or her designee, to execute Supplemental Agreement 10 to Agreement FP/C 1006 with Kajima Associates to provide architect/engineer services for the Biscailuz Center Refurbishment Training Academy Phase II Project for a $150,000 not-to-exceed fee; award and authorize the Director of Public Works, or her designee, to execute Supplemental Agreement 6 to Agreement FP/C 1008 with MACTEC Engineering and Consulting, Inc., to provide geotechnical investigation, inspection, and material testing services for the Biscailuz Center Refurbishment Training Academy Phase II Project for a $40,000 not-to-exceed fee; and authorize the Director of Public Works, or her designee, to establish the effective dates of the contracts following Board approval.

5. Adopt plans and specifications that are on file in the Architectural Engineering Division of the Department of Public Works for construction of the Biscailuz Center Refurbishment Training Academy Phase II Project at an estimated construction cost of $14,600,000.

6. Instruct the Executive Officer of the Board of Supervisors to advertise for bids to be received and opened on November 22, 2011, in accordance with the Instruction Sheet for Publishing Legal Advertisements.

7. Authorize the Director of Public Works, or her designee, to execute a consultant services agreement with the apparent Lowest Responsive and Responsible Bidder to prepare a baseline construction schedule for a $3,500 not-to-exceed fee and establish the effective date.

8. Delegate to the Director of Public Works, or her designee, the authority to determine if bids are non-responsive and to reject bids on such basis, in accordance with the applicable contract and bid documents, and to determine whether the apparent Lowest Responsive and Responsible Bidder has timely prepared a satisfactory baseline construction schedule that satisfies all conditions for contract award, including the criteria adopted by your Board for contract award. Upon determination that all such conditions have been satisfied, authorize the Director of Public Works, or her designee, to award and execute the construction contract, in the form previously approved by County Counsel, to the apparent lowest responsive and responsible bidder, and to establish the effective date of the contract upon receipt of acceptable performance and payment bonds and evidence of required contractor insurance.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended actions will adopt the Addendum to the previously Board-approved Mitigated Negative Declaration (MND) for the revised Biscailuz Center Refurbishment Training Academy Phase II Project (Project), approve the appropriation adjustment, award supplemental agreements, and adopt plans and specifications for construction, and authorize the Director of Public Works (Director) to award and execute a construction contract for the Project.

On February 16, 2010, your Board authorized the Department of Public Works (Public Works) to finalize the plans and specifications for the Project, including the remodel of six existing vacant classroom buildings, construction of an amphitheater for training exercises and ceremony seating, and procurement and installation of a communication monopole antenna. Plans and specifications for the Project are now complete, and we are recommending that your Board approve the plans and specifications, and advertise for bids to construct the Project.

The Project's scope of work was amended from what was previously described in the Project MND to include the elimination of the proposed parking lot south of the existing Row A and B Buildings, and postponement of the construction of the proposed two-story 6,000 square-foot classroom building north of the existing Special Enforcement Bureau (SEB) Kitchen/Mess Hall Building, and the addition of a new 60-foot high communication monopole antenna.

Project scope reductions and favorable bid conditions at the time of bid for the SEB Replacement Facility Project resulted in $706,000 in surplus project funds. Therefore, an appropriation adjustment to transfer $706,000 from the SEB Replacement Facility

Project, Capital Project No. 77397, to fund the Project, Capital Project No. 86801 is requested to address additional Project costs described below.

Exploratory site investigations conducted during the design phase of this Project uncovered unforeseen site conditions that will require additional geotechnical investigation and inspection services to ensure that the construction proceeds in accordance with the approved criteria established for this Project. MACTEC Engineering and Consulting, Inc. (MACTEC), has submitted a proposal for these services for a $40,000 not-to-exceed fee.

These unforeseen conditions and design scope modifications also resulted in additional design and construction administration services. Kajima Associates (Kajima) has submitted a proposal for these services for a $150,000 not-to-exceed fee.

The proposed consultant agreement with the apparent responsible contractor with the lowest responsive bid to prepare a baseline construction schedule that conforms to the County's schedule specification is critical to successfully manage the construction activities by both the contractor and the County, and a responsible contractor must be able to produce such a construction schedule. Bid specifications provide that if the apparent lowest bidder fails to complete an acceptable schedule, the bidder may be determined to be non-responsible and that the Chief Executive Office may recommend awarding the construction contract to the next lowest bidder, contingent on the next lowest bidder's completion of a baseline schedule that conforms to the County's specifications (see State Public Contracting definitions in the Fact and Provisions section).

Green Building/Sustainable Design Program

The Project supports your Board's Sustainable Design Program by using energy efficient light fixtures with light sensor controls and drought tolerant landscaping. It is anticipated that there will be savings due to a reduction in electricity and water consumption as a result of the sustainable elements included in the design.

Implementation of Strategic Plan Goals

The Countywide Strategic Plan directs that we provide Operational Effectiveness (Goal 1), by establishing a centralized area for Homeland Security Training. It also supports Public Safety (Goal 5), by investing in public infrastructure to improve the safety and security of the people of the County of Los Angeles.

FISCAL IMPACT/FINANCING

On February 16, 2010, your Board approved a total Project budget of $16,057,000 for the SEB Replacement Facility Project and $21,426,000 for the Project, which includes plans and specifications, plan check, consultant services, County services, equipment, and construction. Public Works' fair construction cost estimate for the base construction contract for the Project is $14,600,000.

Approval of the attached appropriation adjustment will authorize the transfer of surplus project funds in the amount of $706,000 in prior year net County cost from the SEB Replacement Facility Project, Capital Project No. 77397, to the Project, Capital Project No. 86801.

Upon your Board's approval of the attached appropriation adjustment, sufficient funds will be available in the Fiscal Year 2011-12 Capital Projects/Refurbishments Budget, under Capital Project No. 86801, to fund the construction contract and Project.

The Project Schedule and Budget Summary are included in Attachment A.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The contract contains terms and conditions supporting your Board's ordinances and policies, including, but not limited to: County Code Chapter 2.200, Child Support Compliance Program; County Code Chapter 2.202, Contractor Responsibility and Debarment; County Code Chapter 2.203, Contractor Employee Jury Service Program; County Code Chapter 2.206, Defaulted Property Tax Reduction Program; Board Policy 5.050, County's Greater Avenues for Independence and General Relief Opportunities (GAIN/GROW); Board Policy 5.060, Reporting of Improper Solicitations; Board Policy 5.110, Contract Language to Assist in Placement of Displaced County Workers; and Board Policy 5.135, Notice to Contract Employees of Newborn Abandonment Law (Safely Surrendered Baby Law).

Applicable law, including the State Public Contract Code, requires the County to award construction contracts to the apparent Lowest Responsive and Responsible Bidder, which refers to the firm that: (1) submits the bid with the lowest cost; (2) is deemed by the County to be "responsive" to specific criteria under the solicitation, including, but not limited to, licensure, bonding, and insurance requirements; and (3) is determined by the County to be a "responsible" bidder by exhibiting the quality, fitness, capacity, experience, and trustworthiness to satisfactorily perform the work required under the bid solicitation.

To ensure that the contract is awarded to the apparent Lowest Responsive and Responsible Contractor with a satisfactory history of performance, bidders are required to report violations of the False Claims Act, criminal convictions, civil litigation, defaulted contracts with the County, complaints filed with the contractors' State License Board, labor law/payroll violations, and debarment actions. As provided for in Board Policy 5.140, the information reported by the contractor will be considered before making a recommendation to award.

Per your Board's Civic Art Policy adopted on December 7, 2004, and revised on December 15, 2009, the Project includes 1 percent of the estimated design and construction costs to be allocated to the Civic Art Special Fund.

ENVIRONMENTAL DOCUMENTATION

On November 30, 2004, your Board adopted a MND for improvements to the Biscailuz Training Center Facility, including Mitigation Measures to ensure that environmental effects of the Project remained below the level of significance. On January 24, 2006, your Board approved an Addendum to the MND, which addressed additional grading work for the Project.

The scope for the revised Project includes the elimination of the proposed parking lot south of the Row A and B Buildings, and postponement of the construction of a proposed two-story 6,000 square-foot classroom building north of the existing SEB Kitchen/Mess Hall Building, as well as the addition of a new 60-foot high communication monopole antenna. The County's environmental consultant, David Evans and Associates, evaluated the proposed changes in an Initial Study. An Addendum was determined to be the appropriate environmental document to address the changes in the Project under the requirements of the California Environmental Quality Act (CEQA) since some changes to the Project analyzed in the previously adopted MND are necessary, but none of the conditions call for the preparation of a subsequent MND or Environmental Impact Report, including the identification of new significant environmental effects or a substantial increase in the severity of previously identified significant effects under Section 15162 of the State CEQA Guidelines have occurred. The previously adopted Mitigation Measures will continue to ensure that all environmental impacts from the revised Project remain below the level of significance.

The location of the documents and other material constituting the record upon which your Board's decision is based in this matter is the County of Los Angeles Department of Public Works, Project Management Division II, 900 South Fremont Avenue, 5th Floor, Alhambra, California 91803.

Upon your Board's approval of the proposed actions, Public Works will file a Notice of Determination with the Registrar-Recorder/County Clerk in accordance with Section 21152(a) of the California Public Resources Code.

CONTRACTING PROCESS

On April 10, 2003, your Board authorized the delivery of the SEB Replacement Facility Project and awarded an agreement to Kajima to provide architect/engineer design services for the Project. This agreement was procured pursuant to a qualifications-based competitive process.

On June 1, 2004, your Board revised the Project scope for the SEB Replacement Facility Project to include the relocation of the Sheriff's Training Bureau and Academy from their current locations to the Biscailuz Center and awarded Agreement FP/C 1006 with Kajima to provide the architect/engineer design services for the Project for a $561,917 not-to-exceed fee. To date, nine supplemental agreements for $1,911,000 have been executed for additional services, increasing the total agreement value to $2,472,917. The recommended Supplemental Agreement 10 for a $150,000 not-to-exceed fee will facilitate the additional designs and provide the required additional construction administration services.

On June 1, 2004, your Board awarded Agreement FP/C 1008 with MACTEC to provide the soil testing and inspection services for the Project for a $58,265 not-to-exceed fee. To date, five supplemental agreements for $420,901 have been executed for additional services, increasing the total agreement value to $479,166. The recommended Supplemental Agreement 6 for a $40,000 not-to-exceed fee will facilitate the geotechnical investigation, inspection, and material testing services for the Project.

A standard contract, in the form previously approved by County Counsel, will be used. The standard Board-directed clauses that provide for contract termination, renegotiation, and hiring qualified displaced County employees, will be included in the contracts.

As required by your Board, language has been incorporated into the Project specifications stating that the contractor shall notify its employees, and shall require each subcontractor to notify its employees that they may be eligible for the Federal Earned Income Credit under the Federal income tax law (Federal Income Tax Law, Internal Revenue Service Notice 1015).

Advertising for bids will be in accordance with the County's standard Instruction Sheet for Publishing Legal Advertisements (Attachment B).

As requested by your Board on February 3, 1998, this contract opportunity will be listed on the Doing Business with Us website.

The contract requires the contractor to pay its employees applicable prevailing wages in accordance with the California Labor Code.

Participation by Community Business Enterprises (CBEs) in the Project is encouraged through Public Works' Capital Projects' CBE Outreach Program and by monitoring the good faith effort of bidders to utilize CBEs.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

Public Works and the Sheriff's Department will take the appropriate measures to minimize any impacts on departmental operations during completion of the Project.

CONCLUSION

Please return one adopted copy of this Board letter to the Chief Executive Office, Capital Projects Division; the Department of Public Works, Project Management Division II; and the Sheriff's Department, Facilities Planning Bureau.

Respectfully submitted,

WILLIAM T FUJIOKA
Chief Executive Officer

WTF:RLR:DJT
DKM:TJ:zu

Attachments

c: Executive Office, Board of Supervisors
County Counsel
Arts Commission
Auditor-Controller
Public Works
Sheriff

October 18, 2011

ATTACHMENT A

DEPARTMENT OF PUBLIC WORKS:
BISCAILUZ CENTER REFURBISHMENT TRAINING ACADEMY PHASE II
ADOPT ADDENDUM TO MITIGATED NEGATIVE DECLARATION
APPROVE APPROPRIATION ADJUSTMENT
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ADOPT, ADVERTISE, AND AWARD
SPECS. 6551; CAPITAL PROJECT NO. 86801
(FIRST DISTRICT) (3 VOTES)

I. PROJECT SCHEDULE

Project Activity	Scheduled Completion Date	Revised Completion Date
Design		
Contract Execution	03/03/10	03/17/10*
Construction Document Submittal	09/03/10	06/20/11*
Jurisdictional Approval	11/30/10	10/3/11*
Bid and Award	03/15/11	02/28/12
Construction Substantial Completion	12/01/11	02/28/13
Acceptance	02/14/12	08/28/13

* Indicates completed activity

II. PROJECT BUDGET SUMMARY

Budget Category	Original Project Budget	Impact of this Action	Total Project Budget
Land Acquisition	$ 0	$ 0	$ 0
Construction			
Construction Contracts	$ 16,196,455	$ 265,311	$ 16,461,766
Change Orders – Construction	1,619,645	0	1,619,645
Civic Art	188,000	- 13,787	174,213
Subtotal	$ 18,004,100	$ 251,524	$ 18,255,624
Equipment	$ 0	$ 0	$ 0
Plans and Specifications	$ 810,000	$ 150,000	$ 960,000
Consultant Services			
Deputy Inspection	$ 110,000	$ 20,000	$ 130,000
Methane Consultant	135,000	0	135,000
Geotech/SoilsTest	10,000	20,000	30,000
Material Testing	100,000	0	100,000
Cost Estimating/Constructability Reviews	45,000	0	45,000
Topographic Surveys	25,000	0	25,000
Environmental	10,000	0	$ 10,000
Subtotal	$ 435,000	$ 40,000	$ 475,000
Miscellaneous Expenditures			
Printing/Other	$ 25,000	$ 0	$ 25,000
Subtotal	$ 25,000	$ 0	$ 25,000
Jurisdictional Review/Plan Check/Permit	$ 105,000	$ 0	$ 105,000
County Services			
Code Compliance and Quality Control Inspections	$ 135,000	$ 50,000	$ 185,000
Contract Administration	48,400	40,000	88,400
Project Management	195,000	105,000	300,000
Project Management Support Services	167,000	20,000	187,000
Secretarial	10,000	10,000	20,000
Document Control	10,000	10,000	20,000
ISD ITS Communications	7,500	0	7,500
Project Technical Support	20,000	15,000	35,000
Consultant Contract Recovery	30,000	14,476	44,476
Office of Affirmative Action	23,000	0	23,000
Subtotal	$ 645,900	$ 264,476	$ 910,376
Other Prior Project Expenditure	$ 1,401,000	$ 0	$ 1,401,000
Subtotal	$ 21,426,000	$ 706,000	$ 22,132,000

October 18, 2011

ATTACHMENT B

DEPARTMENT OF PUBLIC WORKS:
BISCAILUZ CENTER REFURBISHMENT TRAINING ACADEMY PHASE II
ADOPT ADDENDUM TO MITIGATED NEGATIVE DECLARATION
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SPECS. 6551; CAPITAL PROJECT NO. 86801
(FIRST DISTRICT) (3 VOTES)

PUBLISHING LEGAL ADVERTISEMENTS: In accordance with the State of California Public Contract Code Section 20125, you may publish once a week for two weeks in a weekly newspaper or ten times in a daily newspaper. Forward three reprints of this advertisement to Architectural Engineering Division, Department of Public Works, 900 South Fremont Avenue, 8th Floor, Alhambra, California 91803-1331.

OFFICIAL NOTICE
INVITING BIDS

Notice is hereby given that the Director of Public Works will receive sealed bids for furnishings, materials, labor, and equipment required to complete construction for the following work:

SD	SPECS.	PROJECT	BID DOC. FEE	DATE OF BID OPENING
1	6551	Biscailuz Center Refurbishment Training Academy Phase II 1060 North Eastern Avenue Los Angeles, CA 90063	$160	11/22/11

Copies of the project manual and drawings may be downloaded for free from the Los Angeles County Public Works website http://dpw.lacounty.gov/go/construction contracts or for $160 copies of the project manual and drawings may be obtained at the Cashier's office, Department of Public Works, 900 South Fremont Avenue, Mezzanine Floor, Alhambra, California 91803. For bid information, please call (626) 458-2563. Each bid shall be submitted on the required form, sealed, and filed at the Cashier's office no later than 10:45 a.m. on the date indicated. Bids will be publicly opened, examined, and declared by Public Works at 11 a.m. on this date in Architectural Engineering Division Conference Room, 900 South Fremont Avenue, 8th Floor, Alhambra, California 91803.

Bids must conform to the drawings and project manual and all bidding requirements. This project requires the prime contractor to possess an active B license classification at the time of bid submittal. The contractor should verify to his/her satisfaction that he/she holds the correct license for this type of project. The contractor and all of its subcontractors of any tier shall be required to pay prevailing wages to all workers employed in the execution of the project in accordance with Labor Code Section 1770 et seq. Copies of prevailing rate of per diem wages are on file at Public Works, which shall be made available to any interested party upon request.

PRE-BID CONFERENCE

The Public Works' Project Management Team will hold a nonmandatory prebid conference at 10 a.m. on November 1, 2011, at the project job site to provide information on the project, bidding process, and answer any questions that the potential bidders may have. For further directions, please contact Kathleen Gandara with Public Works' Architectural Engineering Division at (626) 458-2566.

OTHER INSTRUCTIONS

The County supports and encourages equal opportunity contracting. The contractor shall make good faith efforts, as defined in Section 2000 of the Public Contract Code, to contract with Community Business Enterprises.

The project is subject to State Water Resources Control Board's (SWRCB) new Construction General Permit (CGP) effective July 1, 2010, for Discharges of Storm Water Runoff associated with the construction and land disturbance activities. Bidders are expected to understand and be responsible for all activities required by the State regarding these new requirements.

The Board of Supervisors reserves the right to reject any or all bids or to waive technical or inconsequential errors and discrepancies in bids submitted in the public's interest.

Si necesita información en español, por favor llame al Telefono (626) 458-2563.

Upon 72 hours notice, Public Works can provide program information and publications in alternate formats or make other accommodations for people with disabilities. In addition, program documents are available at our main office in Alhambra (900 South Fremont Avenue), which is accessible to individuals with disabilities. To request accommodations ONLY, or for more ADA information, please contact our departmental ADA Coordinator at (626) 458-4081 or TDD (626) 282-7829, Monday through Thursday, from 7 a.m. to 5:30 p.m.

Con 72 horas de noticia, el Departamento puede proveerle información y publicaciones sobre el programa y formatos alternativos o hacer adaptaciones para incapacitados. Además, documentación sobre el programa está disponsible en nuestra oficina principal en Alhambra (900 South Fremont Avenue), la cual es accesible para individuos con incapacidades. Para solicitar adaptaciones SOLAMENTE, o para mas información del ADA, pongase en contacto con nuestro Coordinador del ADA del Departamento al (626) 458-4081 o TDD (626) 282-7829, de lunes a jueves de las 7 a.m. a 5:30 p.m.

By order of the Board of Supervisors of the County of Los Angeles, State of California dated October 18, 2011.

Specs. 6551

SACHI A. HAMAI, EXECUTIVE OFFICER
OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF LOS ANGELES

CANARY (6)

BA FORM 09/09

DEPARTMENT FILE COPY

COUNTY OF LOS ANGELES

REQUEST FOR APPROPRIATION ADJUSTMENT

DEPT'S. NO. 060

DEPARTMENT OF CHIEF EXECUTIVE OFFICE

September 28, 2011

AUDITOR-CONTROLLER:
THE FOLLOWING APPROPRIATION ADJUSTMENT IS DEEMED NECESSARY BY THIS DEPARTMENT. PLEASE CONFIRM THE ACCOUNTING ENTRIES AND AVAILABLE BALANCES AND FORWARD TO THE CHIEF EXECUTIVE OFFICER FOR HIS RECOMMENDATION OR ACTION.

ADJUSTMENT REQUESTED AND REASONS THEREFOR

FY 2011-12

3 - VOTES

SOURCES	USES
CAPITAL PROJECTS/REFURBISHMENTS	CAPITAL PROJECTS/REFURBISHMENTS
SH-Special Enforc Bureau Replacement Facility (1)	SH-Biscailuz Center Training Academy Ph II (1)
A01-CP-6014-65046-77397	A01-CP-6014-65046-86801
Capital Assets-Building and Improvements	Capital Assets-Building and Improvements
DECREASE APPROPRIATION	INCREASE APPROPRIATION

SOURCES TOTAL: $ 706,000

USES TOTAL: $ 706,000

JUSTIFICATION

This appropriation adjustment is necessary to reallocate surplus capital project funding for additional consultant services and design services needed to address unforseen site conditions at the Biscailuz Center Training Academy Project site.

AUTHORIZED SIGNATURE Dawn McDivitt, Manager, CEO

BOARD OF SUPERVISOR'S APPROVAL (AS REQUESTED/REVISED)

REFERRED TO THE CHIEF EXECUTIVE OFFICER FOR ---

☐ ACTION

☑ RECOMMENDATION

☐ APPROVED AS REQUESTED

☐ APPROVED AS REVISED

AUDITOR-CONTROLLER BY Karen Shiraine

B.A. NO. 026 Oct 4 20 11

CHIEF EXECUTIVE OFFICER BY

20

SEND 6 COPIES TO THE AUDITOR-CONTROLLER

INITIAL STUDY
and
MITIGATED NEGATIVE DECLARATION
ADDENDUM
for the
EUGENE C. BISCAILUZ
REGIONAL TRAINING CENTER

August 2011

INITIAL STUDY
and
MITIGATED NEGATIVE DECLARATION
ADDENDUM
for the
EUGENE C. BISCAILUZ
REGIONAL TRAINING CENTER

Prepared for:

County of Los Angeles Sheriff's Department
1000 South Fremont Avenue, 5th Floor North - Bldg A9 East
Alhambra, California 91803

Prepared by:

David Evans and Associates, Inc.
4200 Concours, Suite 200
Ontario, California 91764
Michael D'Alessandro, Project Manager

1. INTRODUCTION

This Addendum identifies proposed changes to the Eugene C. Biscailuz Regional Training Center and the potential environmental impacts that may result from a proposal by the Los Angeles County Sheriff's Department ("L.A.S.D") to modify the project.

The Eugene C. Biscailuz Regional Training Center is located at 1060 North Eastern Avenue in the East Los Angeles community of the County of Los Angeles. Ongoing improvements to the facility were addressed in an Initial Study/Mitigated Negative Declaration ("MND") adopted by the Los Angeles County Board of Supervisors ("Board") as Lead Agency, in November, 2004. In 2005, an Addendum was prepared for the project to account for a revised grading plan proposed to coordinate with the ongoing landfill closure monitoring program in the area. The Addendum was adopted by the Board in October 2005.

The currently revised project includes the elimination of the proposed parking lot south of the six accommodation blocks/inmate housing buildings ("Row A and B Buildings") and addition of a new 60-foot high communication monopole antenna.

Updated Traffic Impact Analysis and Air Quality Impact Analysis reports have been prepared to evaluate the proposed changes to the approved project and support the preparation of this Addendum. Traffic and Air Quality Impact Analysis reports are summarized herein.

In cases where a Lead Agency can determine that, with only minor technical changes or additions, a previously adopted MND adequately evaluates the potential environmental effects of the current action, an Addendum to the original MND can be prepared (California Environmental Quality Act ["CEQA"] Guidelines Section 15164[b]). Therefore, as supported by the analysis and discussion included in this Addendum, the County has authorized the preparation of this Addendum to the MND for the Eugene C. Biscailuz Regional Training Center project to address potential environmental effects associated with the modified project description.

2. PROJECT DESCRIPTION

Project Overview

The previously approved project at the Eugene C. Biscailuz Regional Training Center includes interior and exterior rehabilitation and renovation to the existing facilities for reuse of the site as a training academy. The renovation to the existing facilities includes interior and exterior building improvements, re-painting, asbestos and lead-based paint abatement, lavatory upgrades, installation of elevators in the administration building, accessibility improvements to ensure Americans with Disability Act ("ADA") compliance, structural upgrades, installation of methane sensors in renovated building interiors and soil probe sensors around building exteriors, and building improvements to the electrical systems and the heating, ventilation, and air conditioning systems.

The project evaluated in the MND would be developed in two phases. Phase I would consist of renovation and reconstruction of the structures at the center of the site for Special Enforcement Bureau ("SEB") operations and parking. This would include renovations to the existing administrative offices building to accommodate SEB administrative uses; renovation of the kitchen and dining room for SEB training areas, lockers, weight room, dining and kitchen facilities; renovation of a storage building; and renovation of a portion of the existing parking spaces and landscaped medians in the parking areas. Additionally, this phase would involve the construction of the SEB secured parking lot and a 3,500 square-foot service building to

maintain SEB vehicles, which would require the demolition of the existing inmate outdoor recreation area located in the eastern section of the site along Sheriff Road. Phase II consists of renovation of the three inmate dormitories to accommodate administrative uses and a conference room for the Professional Development Bureau ("PDB") and training academy; renovation of the Row A and B Buildings at the northern section of the site into training academy classrooms and training/administration offices; construction of a 6,000 square-foot classroom building; renovation of the gymnasium to include lockers and a weight room; beautification of the existing memorial located below the existing weapons training center/pistol range; and reconstruction of the parking spaces, site entryways and landscaped medians in the parking areas.

The previously approved project proposed 377 additional parking spaces to the 180 on-site parking spaces that are contained within three parking lots located on the southern and eastern portions of the site. Therefore, a total of 557 parking spaces to serve the proposed Regional Training Center would be provided.

The SEB would utilize approximately 28,600 square feet of floor area within existing buildings for their operations and activities. The PDB and training academy would utilize approximately 52,500 square feet of floor area within existing buildings for various classes and training needs. The SEB would utilize its facilities seven days a week and during all hours, with approximately 83 people on staff. The PDB and the Sheriff's Training Academy would be utilized generally from 7 AM to 5 PM on weekdays, with 27 people on the PDB staff and 50 people on the Academy staff. In addition, an initial estimate of 300 students to a maximum of 800 students would come to the Academy, with 200 of these students attending classes from 7 AM to 3 PM and 600 other students coming for 1- to 4-hour classes.

Amended Project Proposal

The currently revised project includes the elimination of the proposed parking lot south of the Row A and B Buildings. The construction of the approximately 48,000 square foot parking area in the northern portion of the site would be eliminated from the project. This area would instead become a landscaped area. A new 60-foot high communication monopole antenna is also proposed as part of the revised project. The antenna is intended to support communication equipment for telephone, radio and similar communication purposes. The 60-foot tall monopole antenna would be manufactured steel, self-supportive (requiring no guy wires, etc.), and erected in graduated sections northwest of the existing SEB Administration Building. The monopole would be approximately two feet in diameter at the base, and taper down in size as it ascends. Two t-arms capable of supporting four antennas each would be located at elevations of 37 feet and 57 feet. Minor trenching and excavation would be required to prepare the installation point for the monopole's footing and to lay and connect underground conduit to an existing pull-box.

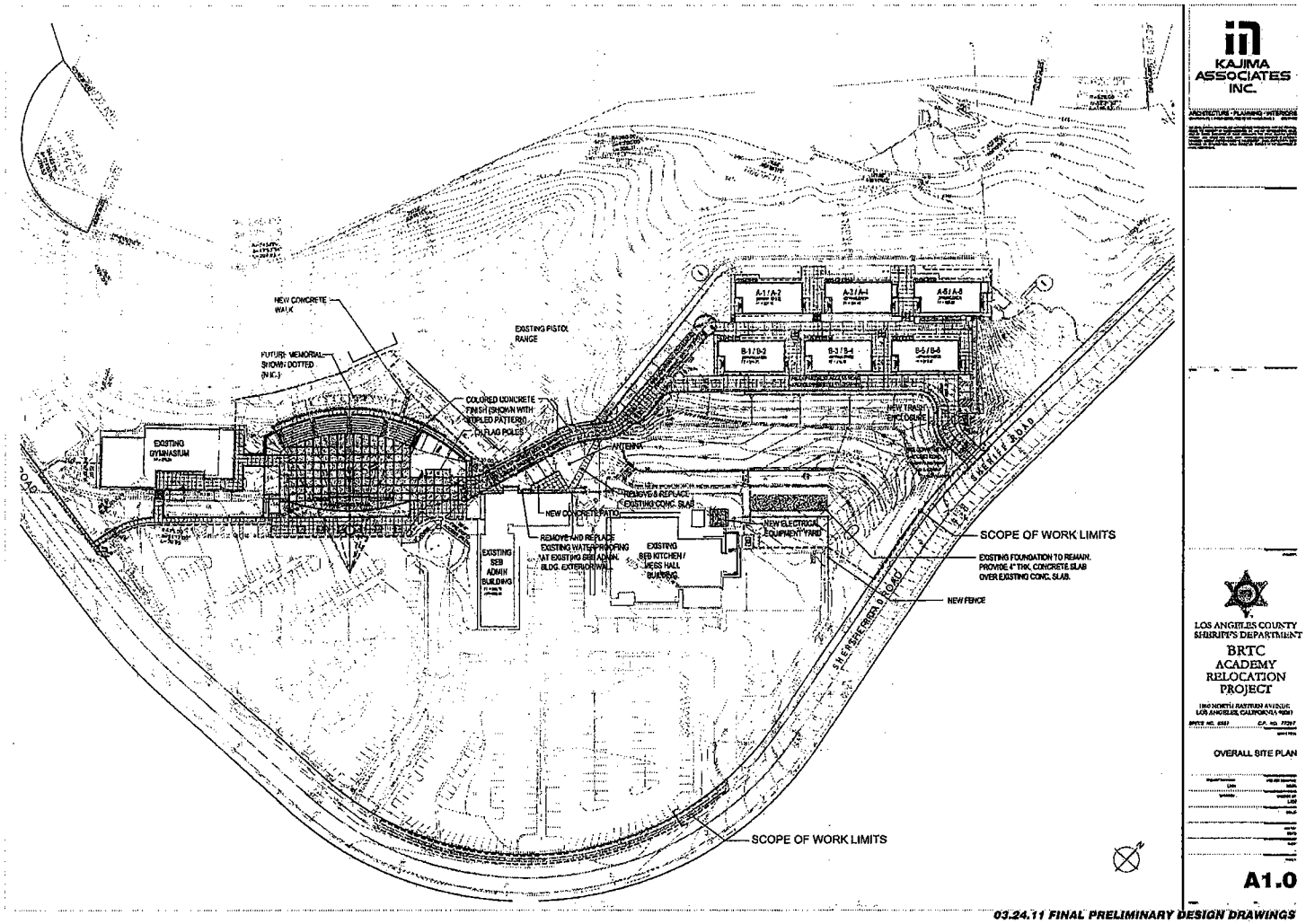
The revised project would be developed in two phases as initially proposed: renovation of the facilities to house the SEB operations in Phase I and the improvements of facilities to house the PDB and Sheriff's Training Academy in Phase II. Construction of Phase I, as described above and in the adopted MND, has been largely completed with the exception of the 3,500 square-foot SEB vehicle maintenance service building. The addition of a 60-foot high communication antenna northwest of the SEB Administration Building, generally in the center of the training center grounds, would be included in Phase II. Overall, no additional floor area is proposed as a number of blocks/inmate housing structures have been removed to accommodate the renovation program.

Phase I is anticipated to take 10 months to fully complete and is nearly completed. Phase II is anticipated to be finished in 24 months. The construction of the SEB vehicle maintenance building will be completed within the 10 month timeframe for Phase I. Construction of the project is scheduled to recommence in the

summer of 2011 and the project is programmed to be built-out in mid- to late-2013. The shooting range, Laser Village, and the helipad would continue operation as normal during project construction.

The modified project would eliminate approximately 95 parking spaces from the 557 parking spaces proposed by the approved project. Under the modified proposal, 462 parking spaces would be available to serve the facility. Handicap parking spaces would still be located adjacent to the Row A and B Buildings to comply with ADA requirements.

Proposed operational characteristics associated with the amended project, including but not limited to hours of operation and staffing levels, would not change from what was previously proposed with the exception that recruits would now be required to carpool to the facility. According to the County, SEB operations have recently moved into renovated building space on-site and would still ultimately utilize existing buildings for their operations and activities as previously approved. The PDB and the Training Academy would still move into the project site during Phase II and utilize existing building space for various classes and training needs.



Amended Project Site Plan

3. ENVIRONMENTAL IMPACTS

The current changes to the project involve a reduction in parking and the addition of a 60-foot high steel monopole antenna. These changes would not create new significant environmental effects not discussed in the MND or increase the severity of a significant environmental impact previously examined. Proposed project modifications would not change the potential environmental impacts of the project, with respect to the following environmental issues:

- Agriculture and Forestry Resources
- Biological Resources
- Cultural Resources
- Geology/Soils
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities/Service Systems

The environmental issues that may be affected by modifications to the project are addressed as follows:

Aesthetics. The addition of a 60-foot tall communication monopole with antenna appurtenances would create an additional structural-element within the training center. Due to on-site topography, the project site is visible from the south of Sheriff Road but only moderately visible from Eastern Avenue and from the I-710 Freeway. Given the height of the monopole and considering its dimensions, this structure would be visible to residential neighborhoods located south of the training center. Due to intervening topography, the monopole and associated antennas would be less visible from neighborhoods and businesses located east, west, and north of the project site. Distance separation would gradually reduce visibility of the monopole from all directions as viewer distances increase.

While the new communication monopole would introduce a visual element that would be greater than the height of on-site buildings and which could be seen from surrounding areas, the impact on aesthetic resources would not be significant. No scenic resources would be damaged since no scenic vistas have been identified on-site or in adjacent areas according to the Los Angeles County General Plan. Similarly, the project site has not been identified as a scenic resource to the surrounding area, and no state-designated scenic routes are found in the project area. The closest designated state scenic highway is State Route 2 (Angeles Crest Highway) located approximately 11 miles northwest of the project area.

The site is currently developed and the proposed communication monopole would not significantly degrade the existing visual character or quality of the site and its surroundings. Two lattice pyramidal towers with antenna appurtenances are currently located north of the Biscailuz Regional Training Center. The proposed monopole would be much less visible than these towers as the monopole would only be a few feet in diameter, have a limited number of antenna appurtenances comparatively, and would be located at a lower base elevation. Given the lack of scenic resources and since the general area currently supports telecommunications and/or radio tower facilities that contribute to the visual setting, aesthetic impacts associated with the revised project would be less than significant. The replacement of surface parking and parking lot landscaping with a landscaped area would contribute positively to the sites visual character and would not create a significant adverse impact.

The monopole would be equipped with Obstruction Marking and Lighting of Antenna Structures per Federal Aviation Administration ("FAA") requirements. This lighting is intended to be visible by aircraft

and would also be noticeable by surrounding areas and users on the ground. Obstruction lighting would not create a significant new source of light or glare, which would adversely affect day or nighttime views since the area surrounding the facility is currently developed with urban uses that generate greater sources of light and glare. With the elimination of surface parking, fewer parking lot security lights would be required of the amended project which would lead to a reduction in light and glare generated on-site.

The MND did not identify significant aesthetic impacts associated with the project. Therefore, the revised project would not result in any new significant impacts or an increase in the severity of a significant effect previously identified. No mitigation is required.

Air Quality. An updated Air Quality Impact Analysis was prepared by Giroux & Associates to quantify project-related construction activity and operational emissions and evaluate the project against current impact thresholds.

Construction Emissions

Construction activities associated with the revised project would generate temporary emissions at the project site. These emissions would include on-site generation of dust and equipment exhaust, and off-site emissions of construction employee commutes and trucks hauling soils, wastes, and building materials. The size of the proposed training center would be less than that analyzed in the MND as the construction of the parking area south of the Row A and B Buildings would be eliminated from the proposed project. This modification would also reduce the duration and intensity of construction activities performed on-site. Construction of the monopole antenna would add negligibly to the duration and intensity of construction activities previously proposed.

The South Coast Air Quality Management District's ("SCAQMD") CalEEMod (v2011.1.1) computer model was used to calculate construction emissions for the revised project. Emissions calculations used the construction equipment fleet shown here:

Equipment Fleet	
Site Preparation	1 Grader
	1 Tractor/Loader/Backhoe
Grading	1 Concrete Saw
	1 Dozer
	1 Tractor/Loader/Backhoe
Paving	4 Cement Mortar Mixers
	1 Paver
	1 Roller
	1 Tractor/Loader/Backhoe
Construction	1 Crane
	2 Forklifts
	2 Tractor/Loader/Backhoes
Source: Giroux & Associates, 2011.	

Utilizing this equipment fleet, the following maximum daily emissions are calculated. As shown in the following table, peak daily construction activity emissions associated with the revised project would remain well below SCAQMD thresholds.

Construction Activity Emissions Maximum Daily Emissions (pounds/day)						
Activity	**ROG**	**NOx**	**CO**	**SO2**	**PM-10**	**PM-2.5**
Maximum Daily Emissions	16.8	19.3	11.6	0.0	2.2	1.7
SCAQMD Thresholds	75	100	550	150	150	55
Percent of Threshold	23	20	2	0	2	3
Exceeds Threshold?	No	No	No	No	No	No
Source: Giroux & Associates, 2011.						

The MND did not identify significant air quality impacts associated with construction of the original project. As previously proposed, the project would be well below SCAQMD thresholds and create maximum daily emissions representing the following threshold levels: 7 percent of ROG threshold; 75 percent of NOx threshold; 3 percent of CO threshold; 4 percent of SOx threshold; and 2 percent of PM-10 threshold.[1]

The revised project would not result in any new construction activity emissions impacts or an increase in the severity of impacts associated previously identified. Implementation of the same mitigation measures identified in the adopted MND would continue to be applicable to the revised project and would ensure potential air quality impacts associated with construction would remain below a level of significance.

For Dust Control:

Use enhanced dust control measures. The menu of enhanced dust control measures includes the following:

- Water all active construction areas at least twice daily.
- Cover all haul trucks or maintain at least two feet of freeboard.
- Pave or apply water four times daily to all unpaved parking or staging areas.
- Sweep or wash any site access points within 30 minutes of any visible dirt deposition on any public roadway.
- Cover or water twice daily any on-site stockpiles of debris, dirt or other dusty material.
- Suspend all operations on any unpaved surface if winds exceed 25 mph.
- Hydroseed or otherwise stabilize any cleared area which remains inactive for more than 96 hours after clearing is completed.

For Construction Equipment Emissions:

- Require 90-day low-NO_x tune-ups for off-road equipment.
- Limit allowable idling to 10 minutes for trucks and heavy equipment.

[1] Giroux and Associates, Inc., 2004.

For Off-Site Emissions:

- Encourage car pooling for construction workers.
- Limit lane closures to off-peak travel periods.
- Park construction vehicles off traveled roadways.
- Wet down or cover dirt hauled off-site.
- Wash or sweep access points daily.
- Encourage receipt of materials during non-peak traffic hours.

Operational Emissions

Proposed modifications to the approved project would not significantly change the estimated long term emissions generated by the project. The greatest project-related air quality concern would continue to be from vehicle trips ("mobile sources"). Training center uses would also continue to generate small quantities of area source emissions derived from organic compounds from cleaning products, landscape maintenance, cooking, etc. The contribution of such a source would continue to be small. The energy use numbers provided below reflect the emissions associated with building electricity and natural gas usage from the amended project.

Operational emissions for the amended project were calculated using CalEEMod for an assumed project build-out year of 2011. As seen below, the amended project would not cause the SCAQMD's current threshold levels to be exceeded. Operational emissions would be at a less-than-significant level.

Project-Related Emissions Burden Emissions (lbs/day)						
Year 2011	**ROG**	**NOx**	**CO**	**SO_2**	**PM-10**	**PM-2.5**
Area Sources	0.1	0.0	0.0	0.0	0.0	0.0
Energy Sources	0.0	0.0	0.0	0.0	0.0	0.0
Mobile Sources[1]	13.0	30.0	123.0	0.2	20.5	1.9
Total	13.1	30.0	123.0	0.2	20.5	1.9
SCAQMD Threshold	55	55	550	150	150	55
Percent of Threshold	24	55	22	0.1	14	3

[1] Based on estimated 2,808 maximum daily trips generated by the proposed project which includes County staff, recruits, and visitors
Source: Giroux & Associates, 2011.

As previously proposed, the project would create maximum daily operational emissions representing the following percentage of threshold levels: 56 percent of ROG threshold; 34 percent of NOx threshold; 36 percent of CO threshold; <1 percent of SOx threshold; and 11 percent of the PM-10 threshold.[2] The previously approved project did not create operational activity emission that would exceed SCAQMD thresholds, thus, the MND did not identify significant air quality impacts associated with the original project. As shown, the revised project would not result in any new operational activity emissions impacts or an increase in the severity of significant impacts previously identified. Therefore, no additional mitigation is required.

Greenhouse Gas Emissions. An Air Quality Impact Analysis was prepared by Giroux & Associates to quantify project-related greenhouse gas ("GHG") emissions and evaluate the potential for the project to: 1)

[2] Giroux and Associates, Inc., 2004.

Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and 2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. The GHG analysis shown herein was performed to determine if the amended project would have a significant effect on GHG emissions not previously discussed in the MND. A GHG analysis was not performed for the previously approved project since no analysis was required at the time; thus, no significant effects related to GHG emissions were previously identified.

1) For purposes of planning and regulation, Section 15364.5 of the State CEQA Guidelines defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. When accounting for GHGs, all types of GHG emissions are quantified in metric tons ("MT") and are expressed in terms of carbon dioxide equivalents per year ("CO_2e/year"). The County of Los Angeles has no applicable adopted GHG thresholds. Therefore, based on guidance from the SCAQMD, an annual generation rate of 3,000 MT CO_2e/year of GHG emissions was used as a screening threshold (used for non-industrial projects), to determine if further GHG analysis would be required of the proposed project. If construction or operation of the proposed project would exceed the annual 3,000 MT CO_2e/year screening threshold, then a potentially significant GHG emissions impact could occur.

   GHG emissions would be generated during the construction phase of the project through construction activities and the use of construction equipment. Using the CalEEMod computer model, construction activities associated with the proposed project as modified, were estimated to generate 97 MT CO_2e/year. This estimate utilizes the equipment fleet listed previously and assumes all construction would occur within one calendar year, a worst-case scenario, since construction emissions are normally amortized over a 30-year period for analysis purposes. Implementation of the project would contribute to long-term increases in operational GHGs as a result of mobile sources (traffic), energy consumption, water demand, and generation of solid waste. Using the SCAQMD's CalEEMod computer model, project operational GHG emissions were calculated to be 2,179.4 MT CO_2e/year. When operational and construction CO_2e emissions are combined, the suggested screening level threshold of 3,000 MT CO_2e/year would not be exceeded.

Project Construction GHG Emissions[1]	
Pollutant	**Tons/year**
ROG	0.18
NOx	1.04
CO	0.61
SO2	0.00
Fugitive PM-10	0.00
Exhaust PM-10	0.07
PM-10 Total	0.07
Fugitive PM-2.5	0.00
Exhaust PM-2.5	0.07
PM-2.5 Total	0.07
Pollutant	**MT/year**
Bio-CO_2	0.00
NBio-CO_2	96.50
Total CO_2	96.50
CH4	0.01
N20	0.00
CO_2e	**96.75**

[1] Assumes all construction is performed during a one-year period
Source: Giroux & Associates and David Evans and Associates, 2011.

Project Operational GHG Emissions	
Consumption Source	**MT CO_2e/year**
Area Source Emissions	0.0
Energy	16.9
Mobile Source[1]	2,148.7
Solid Waste	9
Water	4.65
Total	2,179.4

[1] Based on estimated 2,808 maximum daily trips generated by the proposed project which includes County staff, recruits, and visitors

Source: Giroux & Associates and David Evans and Associates, 2011.

Project Combined GHG Emissions	
Emission Source	**MT CO_2e/year**
Operational	2,179.4
Construction	97
Total Combined $CO_2(e)$/yr	2,276.4
Threshold	3,000
Exceeds Threshold?	No
Source: Giroux & Associates and David Evans and Associates, 2011.	

CO_2e/yr project emissions are substantially below the screening threshold and GHG impacts associated with the proposed project would be less than significant and no mitigation is required.

2) The applicable plan relative to GHG is Assembly Bill ("AB") 32 and a variety of GHG control legislation. A project that would inhibit AB 32 compliance would therefore have a potentially significant impact. AB 32 requires a 28.9 percent reduction in "business-as-usual" practice to achieve the specified goal. A substantial percentage of that reduction will derive from state GHG reduction programs, such as the low-carbon fuel standard and passenger vehicle efficiency measures for on-road passenger/light truck transportation. The statewide AB 32 implementation program would produce a reduction of 23.9 percent. Thus, another 5.0 percent is needed from local initiatives or developer-sponsored measures to meet the 28.9 percent target reduction.

According to the L.A.S.D Facilities Planning Bureau, recruits commuting to the training center will be required to carpool. Carpools are expected to include at least three or more persons per vehicle. Assuming three persons per vehicle, this L.A.S.D sponsored measure would reduce daily traffic trips from 2,808 maximum daily trips with an associated 4,161,911 vehicle miles traveled, to 1,741 daily trips with an associated annual vehicle miles traveled of 2,577,038. The reduction in daily project trips would result in a reduction in mobile source CO_2e emissions of 773.2 MT CO_2e/year, from 2,148.7 to 1,375.5 MT CO_2e/year, and an overall reduction of 57.9 percent when combined with state mandated programs. This reduction would satisfy compliance with AB 32. If carpools included only two persons per vehicle, or the minimum number of persons to be considered a carpool, the project would still comply with AB 32. The situation where two persons carpool would result in 2008 daily trips and approximately 1530 MT CO_2e/year. The corresponding reduction in GHG emissions would be 27 percent or a reduction of 618 MT CO_2e/year. Therefore, the trip reduction program incorporated into the currently proposed project would satisfy the target emission reduction goal of 28.9 percent and be compliant with AB 32. Conflicts with applicable plans or policies designed to reduce GHG emissions would not occur.

Compliance with AB 32		
Measure	**Affected Source Category**	**Percent Reduction**
State Mandated Programs		23.9%
Project Sponsored Carpool Program[1]	Transportation (773.2 MT reduced from combined emissions shown above)	34% (from combined total)
Total		57.9%
AB 32 Compliance Goal		28.9%
Meets Goal		Yes
[1] Recruits required to carpool, estimated 3 per vehicle Source: Giroux & Associates and David Evans and Associates, 2011.		

Since the MND and 2005 Addendum were adopted, there have been legislative amendments to the State CEQA Guidelines to require an evaluation of GHG emissions. Neither the MND nor the 2005 Addendum evaluated the potential for GHG impacts to occur. The GHG emissions analysis above demonstrates that the proposed project would not create a significant environmental impact associated with GHG emissions. Given the project sponsored carpool program, the currently proposed project would significantly reduce GHG emissions when compared to the previously approved project. Therefore, no new significant environmental effect, substantial increase in the severity of a previously identified significant effect, or significant effect that was not discussed in the previous MND would occur with the project as modified. No mitigation is required.

Hazards and Hazardous Materials. Modifications to the project, including the addition of a 60-foot monopole antenna and removal of surface parking, would not create environmental impacts associated with Hazards and Hazardous Materials beyond what has been described in the adopted MND for the proposed project. L.A.S.D has an existing helipad located immediately southeast of the site across Sheriff Road. This helipad is private and used by the Sheriff's Department for emergency response. The FAA conducted a review to determine if the proposed 60-foot monopole could impose an obstruction to air traffic. The FAA Aeronautical Study (No. 2011-AWP-1072-OE) found that the proposed antenna would not exceed obstruction standards, and the proposed antenna tower received a Determination of No Hazard to Air Navigation. The California Department of Transportation ("Caltrans") Division of Aeronautics was consulted regarding construction of the antenna (a requirement of the FAA Aeronautical Study) and accepts the finding of no air hazard. Therefore, modifications to the proposed project would not result in a safety hazard for people working in the project area as it concerns development of a 60-foot antenna near the helipad.

The MND identified the potential for significant impacts to occur to human health and hazards and thus incorporated mitigation to prevent the occurrence of and lessen the impact significance. The following mitigation measure was provided to avoid or prevent significant adverse impacts relating to human health and hazards and reduce potential impacts to insignificant levels:

- Renovation and demolition of existing structure on the site shall include asbestos and lead-based paint testing. All identified asbestos and lead-based paint would have to be removed and disposed of by a licensed contractor, in accordance with existing SCAQMD regulations and with oversight performed by an independent asbestos consultant. In addition, any

activities that would involve the routine transport, use, or disposal of these hazardous materials would be made in accordance with federal, state and local regulations.

The proposed modifications to the project would not lead to new environmental impacts that may require other mitigation. No changes to the anticipated impacts would occur with the modified project. No additional mitigation is required.

Hydrology and Water Quality. Project modifications would not present new environmental impacts to hydrology and water quality as project stormwater volume would not increase. Stormwater volume and pollutants generated on-site would actually be expected to decrease based upon the reduction in impervious area from replacing parking with a landscaped area. Project modifications, including the trenching and excavation associated with the proposed monopole, would not create a new significant impact or increase the severity of a previously identified impact to hydrology or water quality by interfering with groundwater recharge, altering the drainage pattern of the site, or contribute runoff water that would degrade water quality. The project would still comply with the requirements of the National Pollutant Discharge Elimination System ("NPDES") with regards to the implementation of construction and post-construction best management practices to reduce pollutants in the stormwater. The previously adopted MND did not identify significant impacts to hydrology and water quality associated with implementation of the proposed project. No changes to hydrology and water quality are anticipated with the modified project. No mitigation is required.

Land Use/Planning. The project site is designated as Public Use ("P") in the East Los Angeles Community Plan and as Public Facilities ("PF") in the City of Monterey Park General Plan. The site is zoned Institutional ("IT") by the County of Los Angeles. The project as modified, including the addition of a 60-foot tall monopole antenna, is a permitted use on the site and would be consistent with local and regional land use designations. The Los Angeles County Department of Regional Planning and the Building and Safety Division of the Department of Public Works is overseeing development of the proposed project. Development of the project is subject to Title 22, Planning and Zoning, of the Los Angeles County Code. Development standards (maximum height limits, lot coverage provisions, minimum setbacks, etc.) are guided by an applicable Conditional Use Permit ("CUP"), the need for which will be determined by the Planning Department. The project as modified would be consistent with existing land use plans and policies, and will comply with applicable agency regulations. Therefore, the revised project would not cause any change in the previously completed analysis. No new impacts or an increase in the severity of impacts previously identified would occur. No mitigation is required.

Noise. County regulations limit construction activities to the daytime hours between 7 AM and 7 PM. The construction activities on-site would continue to be confined to the daytime hours between 7 AM and 7 PM. No mitigation was previously required to reduce the potential for significant noise impacts to occur. No changes in noise impacts are anticipated with the modified project since the duration of construction and construction vehicles and equipment used would be nearly identical to what was initially proposed. Project operations as it relates to noise generation would also not changed significantly due to the elimination of parking as parking lots do not by themselves generate noise. Therefore, the revised project would not result in any new noise impacts or an increase in the severity of noise impacts previously identified. No mitigation is required.

Transportation/Traffic. Modifications to the proposed project, which includes elimination of parking and construction of a 60-foot high steel monopole antenna, would not result in additional traffic trips. An updated Traffic Impact Analysis ("TIA") has been prepared for the modified project to determine if substantial changes have occurred with respect to the traffic conditions under which the project was

approved. In accordance with the Los Angeles County's TIA Report Guidelines, an intersection analysis was performed utilizing the Intersection Capacity Utilization ("ICU") Methodology for signalized intersections in the project vicinity. Project study intersections analyzed in the updated TIA include Ramona Boulevard/Eastern Avenue, City Terrace Drive/Eastern Avenue, Sheriff Road/Eastern Avenue, and Floral Drive/Eastern Avenue. Based on Los Angeles County TIA Report Guidelines, the results of the analysis show that the study intersections operate at reasonable levels of service under existing (2011) conditions during AM and PM peak hours, and would operate at acceptable service levels in the future with project implementation.

Significant Impact Threshold		
Pre-project[1]		Project V/C Increase
LOS	V/C	
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more

[1] LOS = ICU Level of Service; V/C = ICU %

Source: Los Angeles County TIA Report Guidelines, 1997.

The proposed modified project would add to the existing roadway system approximately 254 trips in the AM peak hour and 75 trips in the PM peak hour. Under existing conditions, the intersections of Ramona Boulevard/Eastern Avenue, and Floral Drive/Eastern Avenue, operate at Level of Service ("LOS") D. All other intersections operate at LOS C or better. Based on a comparison of future and future with project conditions, one intersection would experience a change in LOS over existing conditions during the AM peak hour. At Floral Drive and Eastern Avenue, the AM peak hour LOS would be lowered from LOS B to C, with a 7.8% ICU increase. However, none of the projected increases in ICU percentage would exceed the Significant Impact Thresholds that are specified in the Los Angeles County TIA Report Guidelines. The closest case is Floral Drive and Eastern Avenue during the PM peak hour, with a 1.8% ICU increase as compared to a maximum allowed increase of 2.0%. Therefore, the currently proposed project changes would not create a deleterious traffic effect under present conditions at any of the analyzed intersections and no mitigation would be required or is necessary during the project build-out year. The results of the updated traffic analysis are summarized in the table below.

Summary of ICU Percentages and LOS						
Intersection	AM Peak Hour					
	2011		2013 (Future Ambient Peak Hour)			
	Existing		Without Project		With Project	
	ICU%	LOS	ICU%	LOS	ICU%	LOS
Ramona Boulevard/Eastern Avenue	73.2	D	74.6	D	75.8	D
City Terrace Drive/Eastern Avenue	57.1	B	58.4	B	60.6	B
Sheriff Road/Eastern Avenue	40.4	A	41.2	A	52.6	A
Floral Drive/Eastern Avenue	59.4	B	60.6	B	68.4	C
Intersection	PM Peak Hour					
	2011		2013 (Future Ambient Peak Hour)			
	Existing		Without Project		With Project	
	ICU%	LOS	ICU%	LOS	ICU%	LOS
Ramona Boulevard/Eastern Avenue	78.5	D	80.4	D	80.9	D
City Terrace Drive/Eastern Avenue	71.1	C	72.7	C	72.8	C
Sheriff Road/Eastern Avenue	43.1	A	44.0	A	46.4	A
Floral Drive/Eastern Avenue	78.2	D	79.9	D	81.7	D
Source: David Evans and Associates, 2011.						

L.A.S.D has an existing helipad located immediately southeast of the site across Sheriff Road. This helipad is used by the Department for emergency response and is not open to public use. The FAA conducted a review to determine if the proposed 60-foot monopole could impose an obstruction to air traffic. The FAA Aeronautical Study (No. 2011-AWP-1072-OE) found that the proposed antenna would not exceed obstruction standards, and the proposed antenna tower received a Determination of No Hazard to Air Navigation. Therefore, no change to air traffic patterns is anticipated with the modified project.

Modifications to the project would eliminate 95 parking spaces from the total number of parking spaces included in the approved MND leaving 462 parking spaces available to serve the facility. The MND indicated the need for 460 on-site parking spaces to accommodate the project's proposed parking demand based on projected staff, student, and visitor levels. As noted, proposed operational characteristics associated with the project would not change with the exception that students (recruits) will now be required to carpool to the facility. The modified number of parking spaces would adequately serve the facility and satisfy parking demand based on projected need of the revised project. Carpools would further reduce the overall projected parking demand thereby increasing the availability of parking. For these reasons, no change to parking levels is anticipated with the modified project which could create or exacerbate an environmental impact previously identified.

The MND adopted for the project did not identify any significant adverse environmental effects associated with transportation/traffic. No change to transportation/traffic impacts are anticipated with the modified project. No mitigation is required.

4. CEQA COMPLIANCE

No change in the environmental analysis or mandatory findings of significance is expected with revisions to the project description. The potentially significant adverse impacts of the project and the mitigation

measures that would avoid or reduce significant adverse impacts would not change from the adopted 2004 MND and previously approved 2005 Addendum based upon the proposed modifications to the project.

Based on Section 15164(b) of the CEQA Guidelines, an Addendum to an MND is needed for this project because "only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a Subsequent EIR or negative declaration have occurred". In accordance with Section 15164(e) of the CEQA Guidelines, the following findings are made based on the analysis that no change in environmental impacts is expected with the proposed changes to the project and as the basis for the preparation of this Addendum:

Preparation of Addendum:

Relative to Section 15164 (b):

- This Addendum has been prepared to address changes in the project. There are no changes to the MND for the Eugene C. Biscailuz Regional Training Center, which require the preparation of a subsequent negative declaration or EIR (Section 15162 of the State CEQA Guidelines).

Relative to Section 15164 (c):

- This Addendum will be attached to the Final MND for the Eugene C. Biscailuz Regional Training Center as required by the State CEQA Guidelines.

Relative to Section 15164 (d):

- The Board shall consider this Addendum with the Final MND prior to a decision on the proposed changes to the project.

Relative to Section 15164 (e):

- This Addendum includes an explanation as to why a Subsequent MND or EIR was found to be unnecessary and thus, has not been prepared for the proposed changes to the project, as defined above.

Determination to not prepare a Subsequent MND:

Relative to Section 15162 (a) (1):

- The changes to the project would not require major revisions to the previous MND that may be necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The adopted MND indicated that the proposed Eugene C. Biscailuz Regional Training Center has the potential to generate significant adverse impacts related to Air Quality and Hazards and Hazardous Materials. Mitigation measures were incorporated into the project to avoid or prevent significant environmental impacts from occurring. These measures would be applicable to the modified project as appropriate. The severity of environmental effects associated with Air Quality and Hazards and Hazardous Materials would not substantially increase above those levels previously identified based on the proposed modifications. Proposed modifications to the project would also not create new significant impacts not previously identified. Therefore, no additional mitigation is necessary to reduce the significance of an environmental impact to a level of less than significant.

Relative to Section 15162 (a) (2):

- No substantial changes have occurred with respect to the circumstances under which the proposed project is undertaken, which would require major revisions of the previous MND due to the involvement of new significant environment effects or a substantial increase in the severity of previously identified significant effects. There have been legislative amendments to the State CEQA Guidelines to require an evaluation of GHG emissions. Neither the MND nor the 2005 Addendum evaluated the potential for GHG impacts to occur. The GHG emissions analysis conducted for the revised project and summarized herein, demonstrates that the project would result in less than significant impacts to GHG emissions and would comply with applicable GHG emissions control plans. Similarly, updated Air Quality and Traffic Impact Analyses were also conducted and indicate there is no change with respect to air quality emissions standards or traffic conditions under which the project will be undertaken that would lead to a new or increase in severity in a previously identified significant effect. Therefore, no substantial changes with respect to the State CEQA Guidelines, air quality standards, traffic conditions or other circumstances under which the project is undertaken will require major revisions to the previously adopted MND. No new significant environmental effect, substantial increase in the severity of a previously identified significant effect, or significant effect that was not discussed in the previous MND would occur with the project as modified.

Relative to Section 15162 (a) (3):

- No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous MND was adopted, has become known.

Relative to Section 15162 (a) (3) (A):

- New information obtained as part of the revised project shows that the project would not have a significant effect that was not discussed in the previous MND.

Relative to Section 15162 (a) (3) (B):

- Significant effects previously examined in the MND for the Eugene C. Biscailuz Regional Training Center would not be any more severe with the revised project. The adopted MND indicated that the proposed Eugene C. Biscailuz Regional Training Center has the potential to generate significant adverse impacts related to Air Quality and Hazardous Materials. Mitigation measures were incorporated into the project to avoid or prevent significant environmental impacts from occurring and would be applicable to the modified project where appropriate. The environmental effects associated with Air Quality and Hazardous Materials would not be any more severe with implementation of the project as modified.

Relative to Section 15162 (a) (3) (C):

- No mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effect of the project, which the Los Angeles County Sheriff's Department declined to adopt, have been identified.

Relative to Section 15162 (a) (3) (D):

- No mitigation measures or alternatives which are considerably different than those analyzed in the previous MND would substantially reduce one or more significant effects on the environment, which the Los Angeles County Sheriff's Department declined to adopt, have been identified. Mitigation measures were incorporated into the project to avoid or prevent significant environmental impacts associated with Air Quality and Hazardous Materials. These measures adequately reduce the

potential for significant impacts from occurring and do not require substitution. These measures would be adopted as part of approval of the modified project.

Relative to Section 15162 (b):

- A review of the existing conditions shows that there are no changed circumstances or conditions which require preparation of a Subsequent MND. Updated Air Quality and Traffic Impact Analyses were conducted to support this Addendum and to evaluate if circumstances or conditions have changed which require preparation of a Subsequent MND. Based on these analyses and the findings summarized herein, there is no substantial change with respect to the circumstances under which the proposed project would be undertaken that would require major revisions to the previously approved MND. No changes to the project's circumstances have occurred and no new information that became available after adoption of MND for the Eugene C. Biscailuz Regional Training Center requires preparation of a Subsequent MND.

Relative to Section 15162 (c):

- The County of Los Angeles through its Board of Supervisors acting as Lead Agency, will consider approval of the revised Eugene C. Biscailuz Regional Training Center project. None of the conditions requiring preparation of a Subsequent MND have occurred.

Recirculation Requirements:

Relative to Section 15162 (d):

- A Subsequent MND is not required pursuant to Section 15162. Thus, no noticing or public review period is required and none has been provided.

Relative to Section 15073.5(c):

- Recirculation of the document is not required since the new information that is added to the MND merely clarifies, amplifies, or makes insignificant modifications to the MND, as they relate to the changes in the project. Mitigation measures incorporated into the original project continue to be applicable to the project as modified. No new measures are required to mitigate an avoidable significant impact.

Relative to Section 15164(c):

- The Addendum need not be circulated for public review and shall be attached to the Final MND for the Eugene C. Biscailuz Regional Training Center.

5. CONCLUSIONS

The Los Angeles County Board of Supervisors adopted the MND and subsequent Addendum for Eugene C. Biscailuz Regional Training Center associated with construction and operation of the proposed facility. The MND identified the potentially significant adverse impacts of the project and outlined the mitigation measures that would avoid or reduce the significant adverse impacts associated with facility construction and operation to below a level of significance.

Implementation of the conditions and measures presented in the adopted MND for the Eugene C. Biscailuz Regional Training Center would reduce potentially significant site-specific impacts to below a level of significance. Revisions to the project, as they relate to the elimination of a parking lot and the addition of a monopole antenna, would not lead to additional significant effects on the environment that were not

identified in the adopted MND for the Eugene C. Biscailuz Regional Training Center. Thus, the revised project is within the scope of anticipated future development on the site, as analyzed in the MND for the project and no subsequent MND or EIR is required. Further, no changes are necessary and no changes have been made to the mitigation measures in the Mitigation Monitoring and Reporting Program ("MMRP") for the project. There are no significant environmental impacts resulting from the implementation of the revised project.

The Los Angeles County Board of Supervisors shall consider this Addendum together with the MND and adopted 2005 Addendum for the Eugene C. Biscailuz Regional Training Center, prior to a decision on future project actions.

Signature:	Date:
Printed Name:	For:

The Final MND and Addendum are available at the following locations:

Biscailuz Regional Training Center 1060 North Eastern Avenue Los Angeles, CA	County of Los Angeles Sheriff's Department 1000 South Fremont Avenue 5th Floor North - Bldg A9 East Alhambra, CA 91803

6. REFERENCES

1. David Evans and Associates, Inc. Traffic Impact Analysis for the Proposed Eugene C. Biscailuz Regional Training Center, May 2011.
2. Giroux & Associates. Air Quality Impact Analysis for the Biscailuz Regional Training Center, L.A.S.D., East LA, California. May 25, 2011.
3. Determination of No Hazard to Air Navigation, Issued to Los Angeles County Department of Public Works on March 21, 2011 (based on Federal Aviation Administration Aeronautical Study [No. 2011-AWP-1072-OE]).
4. Addendum to the Mitigated Negative Declaration for the Eugene C. Biscailuz Regional Training Center, October, 2005.
5. Initial Study and Mitigated Negative Declaration for the Eugene C. Biscailuz Regional Training Center, November, 2004.