County of Los Angeles
CHIEF ADMINISTRATIVE OFFICE
713 KENNETH HAHN HALL OF ADMINISTRATION • LOS ANGELES, CALIFORNIA 90012
(213) 974-1101
http://cao.co.la.ca.us

DAVID E. JANSSEN
Chief Administrative Officer

Board of Supervisors
GLORIA MOLINA
First District

YVONNE BRATHWAITE BURKE
Second District

ZEV YAROSLAVSKY
Third District

DON KNABE
Fourth District

MICHAEL D. ANTONOVICH
Fifth District

September 16, 2003

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:

AGREEMENT WITH THE CITY OF LYNWOOD AND LYNWOOD UNIFIED SCHOOL DISTRICT TO TRANSFER PARK USE RESTRICTION AND REVERSIONARY INTEREST FROM HAM PARK TO SUBSTITUTE PARK PROPERTY (SECOND) (3 VOTES)

IT IS RECOMMENDED THAT YOUR BOARD:

1. Find that the park use restriction and reversionary interest imposed on former County-owned property now known as John D. Ham Memorial Park (Ham Park), when said property was conveyed to the City of Lynwood (City), can be released to allow for the construction of a new high school and transferred to comparable real property to be acquired by the City for the construction of a substitute park.

2. Acting in your role as responsible agency with respect to the proposed development of a new high school to be located at Ham Park, consider the Environmental Impact Report (EIR) certified by the Lynwood Unified School District (District) (Attachment A) together with the environmental findings adopted by the District (Attachment B), certify that you have independently considered and reached your own conclusions regarding the environmental effects of the proposed project and have determined that the EIR and environmental findings adequately address the environmental impacts of the proposed project, and adopt by reference the environmental findings previously adopted by the District in connection with its certification of the EIR.

EIR preparers contacted the City Planning Department in July 2001 to request access. The Planning Department stated that this request should be submitted to the City Manager's Office. Access to the structure was requested at a meeting on the scope of the EIR that occurred between the City and the District on September 13, 2001. To date, access to inspect the interior of the structure has not been granted.

Regional Historical Setting

The project area is situated within the historic boundaries of Rancho San Antonio. One of the earliest concessions granted by the Spanish crown, the 29,513-acre rancho was bestowed upon Antonio Maria Lugo in 1810. Lugo, the son of a soldier and early explorer of the region, served as *alcalde* (mayor) of the Pueblo de Los Angeles from 1816 to 1819. His Rancho San Antonio adjoined the pueblo on the southeast and extended southward as far as present day Compton.

The character of the project area changed little with the transition from Mexican to American rule. Cattle ranching continued to be the primary economic pursuit. After Antonio Lugo's death in 1860, Rancho San Antonio was divided among his eight children. The area encompassing the present City of Lynwood was inherited by Guadalupe Lugo, and was soon sold. The property changed ownership several times, and by the early 1880s much of present-day Lynwood was in the hands of Los Angeles banker and developer, Jonathan Slauson. Slauson's holdings were acquired in 1885 by Charles H. Sessions and business partners, whom Sessions bought out in 1891.

The vicinity of the current project area remained open farmland with only scattered residences until around the turn of the twentieth century. The first families to settle the Lynwood area arrived in the late 1870s and early 1880s. In 1913, Sessions and six other area businessmen formed the Lynwood Company, with plans to open up 800 acres for "suburban" home sites. However, the onset of World War I brought the development of Lynwood to a standstill, and Lynwood's population grew slowly during the 1920s and 1930s. Development increased dramatically in the years immediately preceding World War II.

Project Specific History

In discussing the early settlement of the Lynwood area, it has been determined that the Abbott family was among the first settlers and Haymer Abbott built his family's residence in 1889, which is still standing today. A plaque placed on the Abbott Residence by a local chapter of the Daughters of the American Revolution in 1956 reads, "House built by T.H. Abbott on Old Lariat Rancho of the Spanish Nieto Grant;" however, no information was uncovered in the course of these investigations to support the contention that the house was moved to its present location. This structure stands, as far as is known, on its original site.

Neither a County nor a City of Lynwood original building permit exist for the Abbott residence. The 1889 date of construction would make the structure the oldest house in the City of Lynwood, and architectural elements observed in the course of project fieldwork would appear to support this construction date. In June 1953, the County deeded the property to the City of Lynwood with the provision that it should be made into a park. The surrounding area was annexed soon thereafter (Willard 1971, 114). First established as Lugo Park, the park property remained largely unimproved for more than a decade following its transfer from the county. In June 1963, a development plan for the park was presented and ultimately adopted. The improved park was renamed in honor of John D. Ham, a Lynwood businessman and former councilman and mayor, and dedicated in 1967 (Willard 1971, 280; Hooper 2001, personal communication).

In the fall of 1954, a local women's group joined with Lynwood school students to form the Lynwood Allied Art Association. Its organizers first investigated a barn on the park property for Association use, but when it proved too dilapidated, their attention focused upon the former Abbott residence. The Art Association successfully petitioned for use of the house and, with City backing, repairs were made to make it habitable. A silver tea in March 1956 marked the house's opening and a historical plaque provided by the local Daughters on the American Revolution chapter was unveiled (Willard 1971, 197; Anon. n.d., 1).

The Abbott residence was used by the Lynwood Arts Association for studio space through the 1970s. It has been vacant for much of the last 20 years (Anon. n.d., 1; Willard 1971, 195–199). Lynwood Arts Association projects raised money through the years to maintain and update the Abbott residence. The house was threatened with demolition in 1966, when the City determined that it was in need of $10,000 in repairs to bring it up to code. Members of the Arts Association objected strenuously, and prevailed upon the City Council to make the repairs, with their assistance. Through the sale of donated paintings the necessary funds were raised. To save the building, it was necessary to seal off the upper story and cover its windows; this area has remained unused since that time. In May 1967, the newly renovated house was rededicated. Architectural Features

The Haymer T. Abbott Residence

The Abbott house is an example of the American Four-Square residential form, reported to have been built in 1889. It is a two and one-half story wood frame structure, nearly square in plan, with a full width front porch and a single story rear wing. The wing may represent an enclosed porch and it currently contains a bathroom. Resting on a cast-in-place concrete foundation, the house is clad with horizontal shiplap wood siding and sheltered by a hipped roof with slopes that flare at the eaves. Oriented toward Wright Road to the east, the symmetrical three-bay principal facade features a central entrance flanked by oversized windows. The paired upper-story windows are aligned with those of the lower story, and a hipped dormer is centered in the roof

slope vertically aligned with the front entrance. Throughout the house, windows and doors are enframed with wide unembellished board trim, and all windows have been covered with plywood. Behind some of the enclosures aluminum framed replacement windows may be discerned. The front entrance currently has a slab-type door.

Fenestration in the north elevation of the Abbott residence is restricted to a two-story bay window at the west end of the wall. Windows in the south elevation are similarly positioned only at the west end of the wall, with the exception of a single window at mid-wall that corresponds with an interior stairway. There is a single original window in the upper story of the rear elevation. The hipped roof rear wing is finished with stucco and has modern aluminum framed windows and a slab-type door. The front porch has a wood shingle-clad roof and a modern concrete deck. One of the four square posts that support the porch roof is currently missing. The pyramidal principal roof displays broad overhanging eaves and is also clad with very deteriorated wooden shingles. The undersides of the boxed eaves are embellished with scrolled false-rafters.

Alterations to the Abbott residence include a rear addition, replacement of windows and doors, and replacement of the original porch deck with one of concrete. The house also suffers the effects of deferred maintenance, such as deteriorated siding, roof shingles, and roof framing.

Additional Residential Structures

In addition to the Abbott residence, the proposed project would affect 47 residential dwelling units located to the west of Ham Memorial Park. County Assessor's records and historic maps indicate that residential development along Martin Luther King Jr. Boulevard (formerly Century Boulevard), and Louise, Walnut, and Cortland Avenues in the vicinity of Ham Memorial Park commenced in the 1930s and continued through the 1950s. The houses are typically single-story builder vernacular forms, some of which display Craftsman and Ranch-style elements. The general level of architectural/stylistic integrity of the residences within the project area is low, and in most cases extensive alteration has occurred, including re-stuccoing/residing, replacement of original windows and room additions.

As with the residences adjacent to the proposed project, the industrial buildings located to the east of Wright Road represent development over the past 60 years. The oldest structures date to the World War II era and other were erected as recently as the 1970s.

Archaeological Resources at the Project Site

The presence, extent, and significance of subsurface archaeological deposits within the area proposed for school development is not known at this time. Given the age of the historic Abbott property, and its function as an active farmstead, there is a reasonable probability that wells, privies, trash deposits, structural foundation remains, or other features may be present

below the surface. Additionally, research has indicated that several residential properties located within the project area to the west of Ham Memorial Park were developed prior to 1950.

At the request of the Native American Heritage Commission, a sacred lands file check was performed for the proposed project. Potentially affected Native American tribes were solicited for relevant information, and no information was received.

3.4.2 Regulatory Framework

Historical significance may be determined at the national, state, or local levels. In order for a building to qualify for listing in the National Register, the California Register, or as a locally significant property, it must meet one or more of the identified criteria and retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated.

National Register of Historic Places

The National Register of Historic Places (National Register) is the official list of properties recognized for their significance and deemed worthy of preservation. The National Register Criteria for Evaluation offer "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nations cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (NPS 1998). To be eligible for the listing in the National Register, a resource must be significant in American history, architecture, archeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the National Register if it is significant under one or more criteria. The criteria for listing in the National Register are the same as the State Register and described above (Criteria A through D, listed below in section 3.4.3). A property eligible for the National Register must meet one or more of these criteria. In addition, unless the property possesses exceptional significance, it must be at least fifty years old to be eligible for National Register listing.

Listing in the National Register does not in itself provide protection of an historic resource. The primary effect of National Register listing for the owners of historic buildings is the availability of financial and tax incentive. In addition, for projects that receive federal funding, the Section 106 process must be completed. State and local laws and regulations may apply to properties listed in, or eligible for, the National Register. For example, demolition or inappropriate alteration of a National Register may be subject to CEQA.

The criteria for eligibility to the National Register of Historic Places have been employed as a model for the California Register of Historical Resources (California Register), as well as many local preservation ordinances, and provide the highest standard for evaluating the significance of

historical resources. While a resource may still be considered historically significant at a local or state level if it does not meet the National Register criteria, one that does is clearly significant.

California Register of Historical Resources

In 1992, the California legislature established the California Register of Historical Resources. The California Register is used as a guide by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent feasible, from substantial adverse change. The California Register, as instituted by the California Public Resources Code (PRC), automatically includes all California properties already listed in the National Register and those formally determined to be eligible (Categories 1 and 2 in the State Inventory of Historical Resources), as well as specific listings of State Historical Landmarks and State Points of Historical Interest. The California Register may also include various other types of historical resources which meet the criteria for eligibility, including

- Individual historic resources
- Resources that contribute to an historic district
- Resources identified as significant in historic surveys
- Resources with a significance rating of Category 3 through Category 5 in the State Inventory

The criteria for listing in the State Register are the same as the National Register and described above (Criteria A through D, listed below in section 3.4.3).

City of Lynwood Historic Designations

The City of Lynwood General Plan does not currently include provisions for City designation of historical properties.

3.4.3 Thresholds of Significance

A project that may cause a substantial adverse change in the significance of a historical resource that may have a significant effect on the environment. For the purposes of this analysis, significant impacts to historical, cultural, or archaeological resources are defined as project impacts that would do any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in *Guidelines* §15064.5
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to *Guidelines* §15064.5
- Disturb any human remains, including those interred outside of formal cemeteries

A property must meet at least one of the following criteria to be eligible for inclusion in the California Register or National Register of Historic Places:

- *Criterion A*—It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- *Criterion B*—It is associated with the lives of persons important in our past
- *Criterion C*—It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value
- *Criterion D*—It has yielded, or may yield, information important in prehistory or history

3.4.4 Project Impacts

Significant Impacts

Impact CR-1: Relocation of Abbott Residence could alter a significant historic resource.

The Abbott residence appears eligible for addition to the National Register of Historic Places under criteria A and C. The Abbott Residence constitutes an historical resource with potential National Register significance. The school development currently proposed for the Ham Memorial Park site would occupy a substantial portion of the park property, including the area where the Abbott residence presently exists. As currently designed, the project would necessitate the relocation of the Abbott Residence.

The California Register criteria mirror those of the National Register, and all historical resources eligible for listing in the National Register are automatically included in the California Register. Therefore, if the Abbott residence becomes listed in, or officially determined eligible for, the National Register as discussed above, then it would automatically be listed in the California Register, the reasons being those described in section 3.4.3, above. Therefore, since the house appears eligible for the National Register it likewise appears eligible for the California Register.

Criterion A. The Abbott residence is associated with the early settlement of the Lynwood area in the post-rancho era, as the vast plains to the south of the City of Los Angeles were gradually divided into farm plots and small settlements arose along major routes and near the recently completed rail lines. The Abbott family was prominent farmers and educators for whom a road in Lynwood was named. The Abbott house is believed to be the oldest surviving residence in the City of Lynwood, and is among only a handful in this part of the county that relate to the area's early Anglo-American settlement and agricultural origins. It provides a rare connection to this period in the community's history. For its association with patterns of early settlement in

Lynwood, the Abbott residence appears eligible for the addition to the National Register of Historic Places under Criterion A.

The house is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage because it is associated with one of Lynwood's pioneering families and reported to be the City's earliest existing residence. Although the integrity of the historical setting of the house has been compromised through removal of associated buildings and vegetation, and other changes brought about by the development of Ham Memorial Park and the surrounding neighborhood, the physical integrity of the Abbott Residence itself remains good. The loss of historic setting is not viewed as sufficient to override the fundamental significance of the resource, and relocation of the Abbott Residence to a nearby and comparable setting will not in and of itself result in a significant impact to the property.

Criterion C. The Abbott residence also appears eligible for the National Register under Criterion C, as embodying the distinctive characteristics of its type and period. The house is a fine late-Victorian example of the American Four-square residential form. The simple foursquare house gained popularity among American builders during the mid-nineteenth century, and houses employing this general form continued to be built through the first decades of the twentieth century. Stylistic features applied to the basic house type varied over time as tastes changed. Today, very few examples of this vernacular house form, particularly from the nineteenth century, survive in the region. The Abbott residence embodies the typical characteristics of its type and period of construction, and continues to evoke a sense of rural life in the early years of the area's history. The house exhibits simplicity of form and ornament to be expected in the abodes of rural agriculturists living well removed from the high styles and ostentation of the city.

Although the integrity of the historical setting of the Abbott residence has been compromised by the modern development of the surrounding neighborhood and park, and modifications and deferred maintenance have affected the integrity of the building itself, overall the building continues to convey its historical character. It remains recognizable as perhaps the oldest residence in the City of Lynwood. While windows and doors have been replaced, the original placements and trim have been retained, and using existing materials and historic photos, the original condition could be replicated. The residence is an excellent example of the American Four-Square form of Victorian vernacular architecture.

Based on an exterior visual inspection, it appears that it would be feasible to relocate the structure (Greenwood and Associates 2002). The proposed relocation of the Abbott Residence to a nearby and comparable setting would maintain the structure's historic integrity. Preliminary site plans indicate that the proposed project would involve relocation of the Abbott Residence to the west, near the intersection of Duncan and Walnut. However, the relocated position of the structure has not been finalized. If the structure is placed in an inappropriate location, then

this would effect the structure's historic integrity. In addition, relocation of the structure would potentially result in the loss of physical integrity in the form of move-related damage and or inappropriate alterations. These impacts would be significant.

Mitigation Measures

CR-1: The Abbott Residence shall be relocated on the project site, as close to its original location as feasible. Adequate space (a minimum of 25 feet on all sides) shall be provided around the structure, in order to maintain a context similar to its original location.

CR-2: The rear addition on the structure is not essential to its historic integrity, and this portion of the structure does not need to be relocated. However, if the rear addition is not relocated, then the rear of the main structure shall be repaired to match the remainder of the original structure.

CR-3: Comprehensive documentation of the Abbott residence shall be prepared prior to the commencement of any relocation, alteration, grading, and or demolition. The record shall be consistent with Historic American Building Survey (HABS) level 2 standards and include description of the significance of the building and its physical conditions, both historic and current, through site plans, historic maps, photographs, written data, and text, and shall include:

1. Written text (HABS Narrative Format) documenting the architecture and historical significance of the property, including a discussion of its historical context and the construction history of the structure itself. Biographical information about the Abbott family and their role in local history shall also be included.

2. Photographic documentation depicting all exterior elevations and interior character-defining features. Photographs shall be large format, black and white, archival processed, taken by a professional photographer familiar with the recordation of historic buildings, and prepared in a format consistent with HABS standards for large format and field photography.

CR-4: Resulting HABS documentation shall be provided to the City of Lynwood Department of Planning who shall act as archivist, and other local venues such as public and school libraries shall be provided with copies of the HABS documentation for public use.

CR-5: A permanent, on-site interpretive display presenting the history of the property and possibly incorporating excerpts from the HABS documentation shall be created within an area of the project accessible to the public.

CR-6: Due care shall be exercised in relocating the Abbott Residence and impacts from the moving procedure will be mitigated through a policy of adherence to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1990). Continued deterioration and alterations that have a potential to affect the structure's fabric and appearance shall also be mitigated through a policy of adherence to the Secretary Standards, as shall any future work toward the rehabilitation and reuse of the Abbott Residence.

Implementation of Mitigation Measures CR-1 through CR-6 would reduce impacts on historic resources described under Impact CR-1 to ***less than significant***. As noted above, when interior access and inspection is available, if it is determined that relocation of the structure is infeasible, then demolition of the structure would result in a ***significant and unavoidable*** impact.

Impact CR-2: Development of the project on the proposed site could result in potential impacts to unknown archaeological resources.

The Abbott Residence was reportedly built in 1889 and, while possibly moved from an earlier location, is documented as having existed on its current site since 1907. There are also accounts of a barn located near the house, within the Ham Memorial Park property.

The presence, extent, and significance of subsurface archaeological deposits or human remains within the area proposed for school development is not known at this time. Given the age of the historic Abbott property, and its function as an active farmstead, there is a reasonable probability that wells, privies, trash deposits, structural foundation remains, or other features may be present below the surface. Additionally, research has indicated that several residential properties located within the project area to the west of Ham Memorial Park were developed prior to 1950. Buried deposits related to these properties may also be considered significant. Although there are no known or suspected burials within the project area, potential impacts to unknown resources may occur. Therefore, potential impacts would be significant.

Mitigation Measures

CR-7: The Lynwood Unified School District shall arrange for a qualified professional archaeological monitor to be present during demolition, grading, trenching, tree removal, and other excavation on the project site in areas of reasonable integrity.

CR-8: If any significant archaeological deposits, features, or human remains are encountered, and they cannot be avoided, work in the affected area will be

suspended. In such an event, an archaeologist recommended by the State Historic Preservation Office will conduct a survey of the affected area. A preliminary determination will then be made as to the significance of the survey findings. If considered significant, the survey remains will be preserved and appropriate professional actions taken in accord with established professional practices.

Implementation of Mitigation Measures CR-7 and CR-8 would reduce impacts on archaeological resources described under Impact CR-2 to ***less than significant***.

Less-than-Significant Impacts

John D. Ham Memorial Park

Ham Memorial Park was established on land transferred to the City of Lynwood by Los Angeles County in 1953. John D. Ham Memorial Park was developed in the mid-1960s on land set aside for park use by the County of Los Angeles and later transferred to the City of Lynwood. Trees and other vegetation within the park are reported to correspond with a 1950s beautification project around the Abbott residence and the 1960s development of the park property. No plantings relating to the historic use of the site are known to survive. Development of Ham Memorial Park is believed to have significantly modified the historic landscape, through filling and grading of a substantial depression that occupied roughly half of the property, construction of athletic fields, ball courts, playground, recreation building, parking lots, and modern landscaping, and the integrity of the historical environment has been lost. The existing park improvements, such as the recreation building, baseball field, playground, ball courts, and much of the landscaping, were not completed until the mid-1960s. The park property does not meet the 50-year age requirement for recognition as an historical resource, nor does it display the qualities of design necessary to be considered historically significant. It does not appear eligible for federal or State recognition and is not regarded as contributing element of the historic Abbott residence. Therefore, development of John D. Ham Memorial Park to school use would be a less-than-significant impact to historical resources.

Ham Memorial Park Neighborhood

The proposed High School development project, as currently proposed, would result in the demolition of 47 residential dwelling units adjacent to Ham Memorial Park along Cortland, Louise, and Walnut Avenues, and Martin Luther King Jr. Boulevard. The identified residences range in their dates of construction from the 1930s through the 1960s and display a variety of mid-century stylistic attributes. Development of the neighborhood is not associated with any particular trend, era, event, or series of events, or historical pattern, but rather, represents development over the course of several decades. None of the houses display any unique or outstanding architectural features, and research has failed to identify any important historical

associations for the neighborhood, or any individual residences, which would override their lack of architectural merit and integrity.

Most of the houses have experienced substantial modification. The residences surrounding those proposed for demolition to the west, north, and south are of comparable age and integrity, as are the light industrial buildings that stand to the east of Ham Memorial Park. Because of their relatively recent construction, and/or compromised design integrity and lack of important historical associations, impacts from project-related demolition of the 27 residences are regarded as a less-than-significant impacts to historical resources. Additionally, secondary (visual, setting) impacts to the remaining first tier of buildings are also considered less than significant.

The residential structures that would remain immediately beyond the limits of proposed school development, along Cortland, Louise, Walnut, and Duncan Avenues, and Martin Luther King Jr. Boulevard, share a common history of development with those properties slated for demolition. The Ham Memorial Park neighborhood is not considered historically significant, nor is it significant from the perspective of its architecture and/or urban design.

3.4.5 Cumulative Impacts

The cumulative impact analysis considers development of the proposed project, in conjunction with three new elementary schools, a new middle school, expansion of Agnes and Lugo Elementary Schools, replacement of temporary classrooms with permanent structures at other existing schools, and renovation of existing schools, combined with development in the City of Lynwood and the adjacent communities. Development of the related projects could result in the demolition of existing structures, some of which may be older than 50 years in age, and therefore could be considered historic resources. No historic resources (beyond the Abbott Residence discussed above) have been identified to date at any of the other LUSD school development and expansion sites. However, to the extent that any such resources are identified in the future, impacts from the demolition of historic or potentially historic structures would be site-specific and would be addressed through project-specific environmental review. Therefore, cumulative impacts would be ***less than significant.***

Grading and excavation for building sites at related project locations would potentially expose archaeological resources. The City and surrounding area include limited areas with undisturbed soils, which substantially reduces the likelihood for discovery of buried cultural resources. Standard conditions of approval would minimize impacts associated with unanticipated discovery of buried cultural resources. Therefore, cumulative impacts would be ***less than significant.***

3.5 Geology and Soils

This section describes existing geologic and soil conditions at the project site, and evaluates potential project-related impacts from those resources. The Initial Study prepared for this project (included in Appendix A) determined that the project was not proposed to be sited within an area of known earthquake fault and would not include the use of septic tanks or alternative waste disposal systems. In addition, the Initial Study determined that no significant impacts related to expansive soil or potential landslides would occur. This EIR section is therefore focused on the potential for the proposed project to be affected by hazards that would result from seismic activity, from development on an unstable geologic unit, and potential erosion project construction and operation. This section utilizes information contained in the Geotechnical Investigation Report, prepared by Converse Consultants (November 12, 2001). The Geotechnical Investigation Report provides information on the geology and soils of the project site. This report is hereby incorporated by reference and is available for review at the District offices, located at 11321 Bullis Road, Lynwood, CA 90262.

3.5.1 Existing Conditions

Regional Geology

The proposed project site is located in the eastern portion of the City of Lynwood, California. The City of Lynwood lies within the central area of the Coastal Plain of the Los Angeles Basin. The major landform elements of the Coastal Plain were formed by intense tectonic activity between the Pacific and North American Plates that took places approximately 2.5 million years ago. The result is a structurally complex northwest trending basin having a distinct mountain/valley topography that was further defined by localized faulting, folding, erosion, and sedimentation.

The Santa Monica Mountains, which form the northern boundary of the Los Angeles Basin, are part of the Transverse Ranges Geomorphic Province, which is characterized by east-west trending faults, folds, and mountain ranges. The Santa Ana Mountains and adjacent hills, which form the eastern boundary of the Los Angeles Basin, are part of the Peninsular Ranges Geomorphic Province, which is characterized by northwest-southeast trending faults, folds, and mountain ranges. Both of these provinces are considered to be highly seismically active.

Local Geology

The City of Lynwood local geology is consistent with regional geologic patterns, wherein the principal rock units underlying the study area consist of a succession of sedimentary formations of the Tertiary age (two million to 65 million years ago) to the Holocene age (less than 10,000

years ago). The formations are of marine and nonmarine origin and are separated by local and regional unconformities (the erosional surface between rock units).

The project site is located about 15 miles east of the Pacific Ocean at an elevation of approximately 75 to 85 feet above mean sea level. (United States Geological Survey [USGS] Topographic Map, South Gate, California, 1964 photorevised 1981). Within the site, the topography is relatively flat with no significant change in elevation across the site.

The site is covered with existing residential buildings, community buildings at the park, asphalt concrete pavement, concrete, grass, and trees. Evaluation of the geotechnical characteristics of subsurface materials at the project site is based on exploratory borings, CPTs, and laboratory tests performed by Converse Consultants. Undocumented fill materials ranging from 0 to 13 feet underlie the project site. These fill materials are likely associated with previous construction. The fill materials consist of silty sand and sandy silt with asphalt concrete and debris. The fill materials are underlain by native alluvial soils to the maximum explored depth of 56.5 feet below existing ground surface. The alluvial soils are composed mainly of sandy silt, silty sand, and silt. Site soils underneath the fills have low to moderate compressibility and low susceptibility to moisture.

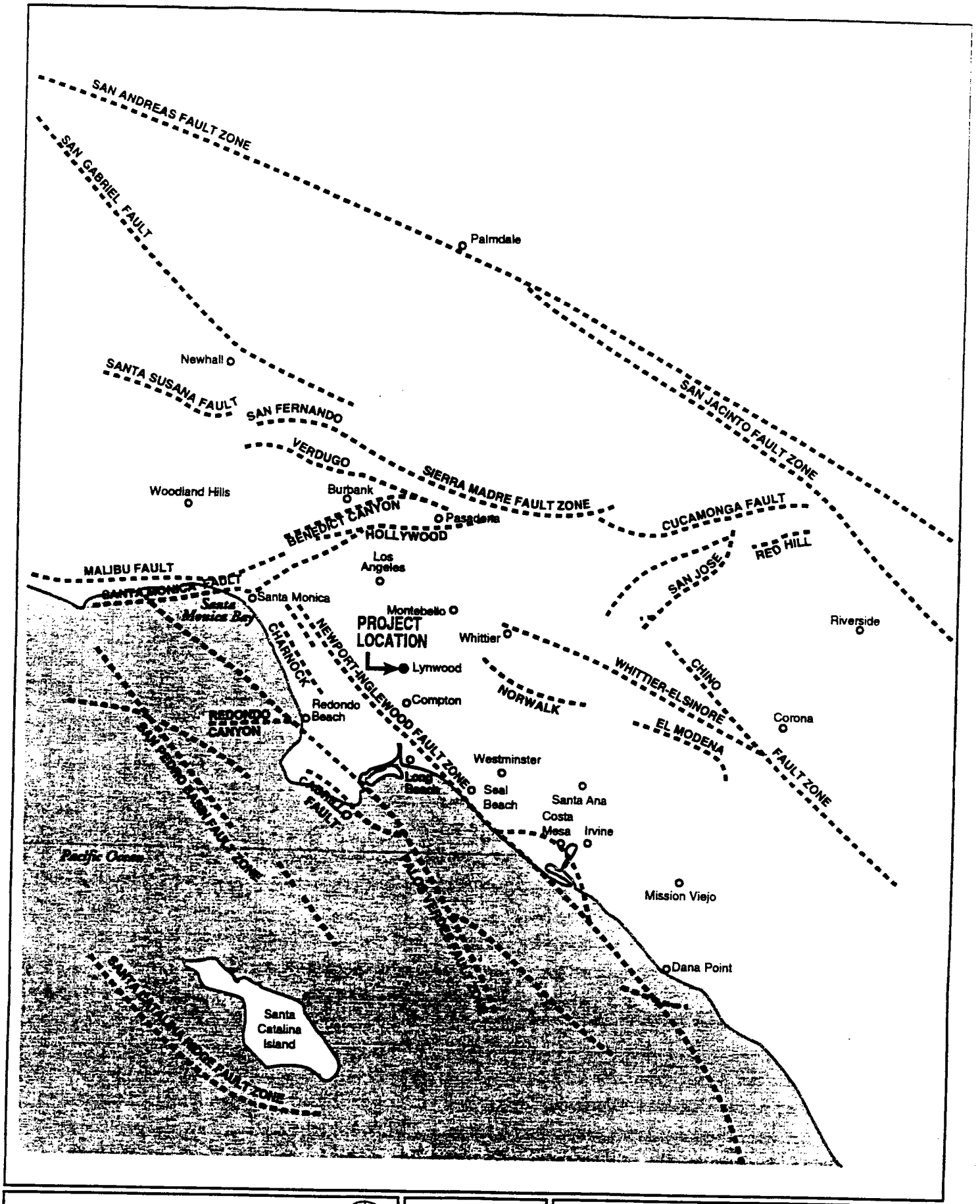
Geological Hazards

The project site is located within a seismically active region (Figure 3.5-1). However, there are no known active faults projecting toward or extending across the project site. The site is not situated within a currently designated State of California Earthquake Fault Zone. Table 3.5-1 (Regional Faults Affecting Lynwood) presents nearest distances of the site from various nearby active faults. Of those listed in Table 3.5-1, the nearest known active fault zones considered to be most active are the Compton Thrust, Elysian Park Thrust, Newport-Inglewood, and Whittier fault zones, located approximately 0.4, 4.3, 4.5, and 10.6 miles from the site, respectively.

According to the Official Maps of Seismic Hazard Zones produced by the State of California, the proposed site is located within an area where liquefaction has historically occurred, or where local, geotechnical, and groundwater conditions indicate the potential for permanent ground displacements as a result of seismically-induced ground shaking (CDMG 1991).

Faulting and Seismicity

Generally defined, an earthquake is an abrupt release of accumulated energy in the form of seismic waves when movement occurs along a fault. The specific faulting characteristics of the Los Angeles Basin are governed by regional north-south compression, a product of the continued motion between the Pacific and North American Plates (Yerkes 1985). Over half of the energy produced by this motion is stored by the San Andreas Fault. The remaining energy is



0 5 10 20 Scale In Miles

NORTH

10513-00

SOURCE: CDMG OFR 92-03 (1992), USGS MFI-512 (1965)

EIP ASSOCIATES

FIGURE **3.5-1**

Faults Map

Lynwood Unified School District

distributed through movement on two principal fault systems: northwest-trending faults subparallel to the San Andreas system and east/west-trending faults of the Transverse Ranges.

TABLE 3.5-1 REGIONAL FAULTS AFFECTING LYNWOOD

Fault Name	*Approximate Minimum Distance from Site to Fault (miles)*	*Site Maximum Credible Earthquake Moment Magnitude (Mw)**	*Maximum Peak Horizontal Ground Acceleration (g)*
Compton Thrust	0.4	6.8	1.04
Elysian Park Thrust	4.3	6.7	0.69
Newport-Inglewood	4.5	6.9	0.62
Whittier	10.6	6.8	0.35
Palos Verdes	11.9	7.1	0.38
Hollywood	14.1	6.4	0.28
Raymond	14.2	6.5	0.29
Verdugo	14.8	6.7	0.32
Santa Monica	17.1	6.6	0.27
Sierra Madre	19.0	7.0	0.31
San Jose	19.2	6.5	0.23

* Maximum credible earthquake is the largest earthquake (measured in magnitude [M] on the Richter Scale) that appears to be reasonably capable of occurring under the presently known geologic framework. It gives no regard to probability (i.e. within a 100-year period).

Source: Converse Consultants, 2001.

Seismic Setting

The faulting and seismicity of southern California is dominated by the San Andreas Fault zone. The San Andreas Fault zone separates two of the major tectonic plates that comprise the earth's crust. West of the San Andreas Fault zone lays the Pacific Plate. This plate is moving in a northwesterly direction relative to the North American Plate, which is east of the San Andreas Fault zone. This relative movement between the two plates is the driving force of fault ruptures in western California. The San Andreas Fault generally trends northwest–southeast. However, north of the Transverse Ranges Province, the fault trends more in an east-west direction, causing a north-south compression between the two plates. North-south compression in Southern California has been estimated from five to 20 millimeters/year (SCEC 1995). This compression has produced rapid uplift of many of the mountain ranges in Southern California.

There are numerous faults in the Los Angeles area that are categorized as active, potentially active, and inactive. A fault is classified as active if it has either moved during the Holocene time (during the last 11,000 years) or is included in an Alquist-Priolo Earthquake Fault Zone (as established by the California Division of Mines and Geology). A fault is classified as potentially active if it has experienced movement within Quaternary time (during the last 1.8 million years). Faults that have not moved in the last 1.8 million years are generally considered inactive. Surface displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream

courses, fault troughs and saddles, the alignment of depressions, sag ponds, and the existence of steep mountain fronts.

The severity of an earthquake is generally expressed in two ways—magnitude and intensity. The energy released, or the Richter scale, represents the magnitude of an earthquake. The intensity of an earthquake is measured by the Modified Mercalli Intensity scale, which emphasizes the current seismic environment at the subject site and measures groundshaking severity according to damage done to structures, changes in the earth surface, and personal accounts. Table 3.5-2, Relationship Between Greatest Measure Intensity and Magnitude, compares the Mercalli scale to the Richter magnitude scale.

TABLE 3.5-2 RELATIONSHIP BETWEEN GREATEST MEASURE INTENSITY AND MAGNITUDE

Richter Magnitude (M)	*Modified Mercalli Intensity Scale*	*Description*
3	I	Detected by only sensitive instruments.
	II	Felt by a few people at rest.
	III	Felt noticeably indoors, but not always recognized as a quake: vibration like a passing truck.
4	IV	Felt indoors by many and outdoors by few.
	V	Felt by most people. Some breakage of windows, dishes, and plaster.
5	VI	Felt by all; falling plaster and chimneys; damage small.
	VII	Damage to buildings varies; depends on quality of construction.
6	VIII	Walls, monuments, chimneys fall; panel walls thrown out of frames.
	IX	Buildings shift off foundations; foundations crack; ground cracks; underground pipes break.
7	X	Most masonry and frame structures destroyed; ground cracks; landslides.
8	XI	Ground fissures; pipes break; landslides; rails bent; new structures remain standing.
	XII	Damage total; waves seen on ground surface; objects thrown into the air.

Source: *Nuclear Reactors and Earthquakes*, Atomic Energy Commission, TID7024. From City of Santa Monica MEA 1996.

Ground motions are often also measured in percentage of gravity (percent g), where g = 32 feet per second per second on the earth. One hundred percent of gravity (1 g) is the acceleration a skydiver would experience during free-fall. An acceleration of 0.4 g is equivalent to accelerating from 0–60 miles (0–97 km) per hour in approximately seven seconds.

Recent revisions incorporated by the State into the California Building Code (CBC) in 1997, based on recommendations identified by the Seismology Committee of the Structural Engineers

Association of California, require that the moment magnitude (M_w, identified on Table 3.5-2) of the "characteristic earthquake" be used in geotechnical calculations for design purposes. The new criterion for describing the energy release (i.e., the "size" of the earthquake along a particular fault segment) was determined by the Seismology Committee to represent a more reliable descriptor of future fault activity than previously used standards. The proposed project would be required by State law and regulation to comply with all adopted geotechnical design criteria.

According to the California Building Code (1998 edition), the proposed site is located in Seismic Zone 4. Seismic Zone 4 also includes those areas that lie within a zone of major historic earthquakes (Richter magnitude greater than seven) and recent high levels of seismicity. Major damage corresponding to intensities VIII or higher on the Modified Mercalli Intensity Scale should be expected within this zone.

An analysis of the maximum credible earthquake and associated seismic parameters for various nearby faults was performed as part of the geotechnical investigation as cited in Converse 2001. The results of the analysis are summarized in Table 3.5-1. Based on these results, a peak horizontal ground acceleration on the order of 1.04g (mean plus one standard deviation value) should be expected at this site due to a maximum credible earthquake of magnitude 6.8 associated with the Compton Thrust fault zone.

Past Seismic Activity

The project area has experienced seismic activity from various regional faults. Based on analysis of the historical seismic events, the most significant ground shaking occurred at this site in 1855 due to a reported magnitude 6.3 earthquake associated with the Raymond fault zone. Based on historical data, the site may have been subjected to a calculated peak ground acceleration of 0.27g.

Groundshaking

The major cause of structural damage from earthquakes is groundshaking. The intensity of ground motion expected at a particular site depends upon the magnitude of the earthquake, the distance to the epicenter, and the geology of the area between the epicenter and the property. Greater movement can be expected at sites located on poorly consolidated material, such as alluvium, within close proximity to the causative fault, or in response to an event of great magnitude. Table 3.1-2 above describes the relationship between the Richter Scale Magnitude and the effects of groundshaking.

Liquefaction

Seismic ground shaking of relatively loose, granular soils that are saturated or submerged can cause the soils to liquefy and temporarily behave as a dense liquid. Seismic ground shaking of relatively loose, granular soils that are saturated or submerged can cause the soils to liquefy and temporarily behave as a dense fluid. Liquefaction is caused by a sudden temporary increase in pore water pressure due to seismic densification or other displacement of submerged granular soils.

Soil liquefaction occurs in submerged granular soils during or after strong ground shaking. There are several requirements for liquefaction to occur. Soils must be submerged, primarily granular, and contractive, that is, loose to medium-dense. Ground motion must be intense and the duration of shaking must be sufficient for the soils to lose shear resistance.

Surface soils on site are not susceptible to significant liquefaction under earthquake ground shaking because the site soils below the groundwater table contain generally medium dense to dense silty sand and firm to hard fine-grained soils. As cited in the geotechnical report, subsurface soils below the groundwater table at depths of 20 to 60 feet are not liquefiable under the anticipated ground shaking.

Localized areas at depths between 20 and 25 feet or 46 and 50 feet below the existing ground surface, site soils are marginally susceptible to liquefaction under earthquake ground shaking. Surface manifestation is not likely to occur at the site.

Seismic Settlement

Seismically induced differential settlement occurs as a result of loose to medium coarse sand densifying during strong shaking from an earthquake. Field samples and sampling blow counts indicate that the soils underlying the site, with the exception of some of the soils, are predominately medium dense to dense and are not sensitive to seismically induced settlement. The total seismically induced settlement is estimated to be on the order of 1.5 inches. The differential settlement due to seismic shaking can be anticipated to be less than 0.5 inch.

Soil Erosion

Erosion refers to the removal of soil from exposed bedrock surfaces by water or wind. The effects of erosion are intensified with an increase in slope (as water moves faster, it gains momentum to carry more debris), the narrowing of runoff channels (which increases the velocity of water), and by the removal of groundcover, which leaves the soil exposed. Surface improvements, such as paved roads and buildings, decrease the potential for erosion. Once covered, soil is no longer exposed to the elements.

Lateral Spreading

Seismically induced lateral spreading involves primarily lateral movement of earth materials due to ground shaking. It differs from the slope failure in that completed ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface. Lateral spreading is demonstrated by near-vertical cracks with predominately horizontal movement of the soil mass involved. The topography at the project site and in the immediate vicinity of the site is relatively flat. Under these conditions, the potential for lateral spreading at the subject site is considered very low.

Expansive Soils

Expansive soils are naturally occurring materials found in low-lying regions and flood plains. Expansive soils, such as clay, will tend to expand as it absorbs water and shrink as water is drawn away. The geotechnical report identified that the soils at the proposed project site have a very low expansion potential.

3.5.2 Regulatory Framework

The City of Lynwood General Plan Safety Element addresses hazards and potential disasters, and provides ways to reduce the risk of property damage, injury, and loss of life associated with living in a densely developed urban environment such as Lynwood. This element is discussed in detail in section 3.8.2, Land Use Regulatory Framework.

Uniform Building Code/California Building Code

The State of California provides minimum standards for building design through the California Building Code (CBC). The CBC is based on the Uniform Building Code (UBC), which has been modified for California conditions, and is generally adopted on a jurisdiction-by-jurisdiction basis.

The UBC defines different regions of the United States and ranks them according to their seismic hazard potential. There are four types of these regions, including Seismic Zones 1 through 4, with Zone 1 having the least seismic potential and Zone 4 having the highest seismic potential. The project site is located in Seismic Zone 4; accordingly, the project would be required to comply with all design standards applicable to Seismic Zone 4.

Chapter 23 of the CBC contains requirements specific to seismic safety. Chapter 29 of the CBC regulates excavation, foundations, and retaining walls. Chapter 33 of the CBC contains specific requirements pertaining to site demolition, excavation, and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction

materials. Chapter 70 of the CBC regulates grading activities, including drainage and erosion control.

Occupational Safety and Health Administration (OSHA) Requirements

Site safety requirements are generally based on the specifications of Cal-OSHA. Applicable specifications prepared by OSHA related to earth resources consist of Section 29 CFR Part 1926 (Department of Labor 1989), which focuses on worker safety during excavation, shoring, and trenching.

3.5.3 Thresholds of Significance

Project impacts would be considered significant if any of the following would occur:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, ground failure or landslides
- Result in substantial soil erosion or the loss of topsoil
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project
- Be located on expansive soil

3.5.4 Project Impacts

Results of the Geotechnical Investigation indicate that the site is suitable from a geotechnical standpoint for the proposed development, provided that the recommendations of the report are incorporated into the design and construction of the project.

Significant Impacts

Impact GEO-1: Construction activities would temporarily increase soil exposure to wind and water erosion.

Development of proposed school facilities would require removal of vegetation and minimal grading, followed by construction of buildings and landscaping of open spaces. Trenching, grading, and compacting associated with construction of structures, modification/relocation of underground utility lines, and landscape/hardscape installation could expose large areas of soil to erosion by wind or water during these construction processes. The project site is generally flat, which would reduce potential erosion by water. Earth-disturbing activities associated with demolition and construction would be temporary and would not result in a permanent or significant alteration of significant natural topographic features that could increase or exacerbate

erosion. Specific erosion impacts would depend largely on the areas affected and the length of time soils are subject to conditions that would be affected by erosion processes.

Because the proposed site is greater than 5 acres in size, the proposed project is subject to the provisions of the General Construction Activity Stormwater Permit adopted by the State Water Resources Control Board (SWRCB). Permit applicants are required to prepare, retain, and implement at the construction site, a Stormwater Pollution Prevention Plan (SWPPP). This plan must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is required to identify stormwater discharge from the construction activity and to identify and implement controls where necessary. Compliance with this permit process would minimize effects from erosion.

All demolition activities would also be required to comply with CBC Chapter 33 standards for demolition; compliance with these requirements would ensure implementation of appropriate measures, such as reinforcement and shoring, designated construction zones, barriers, and other methods, to anticipate and avoid the potential for significant and adverse impacts caused by building site instability and falling debris during construction activities (as caused by a seismically induced event).

Mitigation Measures

GEO-1: The developer for the proposed project shall submit a Notice of Intent (NOI) to the SWRCB for coverage under the Statewide General Construction Activity Stormwater Permit and shall comply with all applicable requirements, including the preparation of a Stormwater Pollution Prevention Plan. Construction specifications shall include an erosion control plan that will include the following:

- Erosion control methods to stabilize exposed surfaces as soon as feasible
- For landscaped playing fields and open space, installation of landscaping as soon as possible but no later than 60 days following the conclusion of grading, to minimize erosion potential

Implementation of this measure would reduce impacts on soil erosion to ***less than significant.***

Impact GEO-2: Ground shaking associated with a major seismic event would expose persons and property to potential hazards.

As previously stated in section 3.5.1 (Existing Conditions), it is probable that the project site would be affected by at least one moderate to large earthquake during its operation. There is a

high probability of a maximum probable earthquake of magnitude 8.25 occurring on the San Andreas Fault within the next 100 years. An earthquake on the San Andreas fault is important since it has a high probability of occurrence and because it will be one of California's "great" earthquakes. However, because the fault is approximately 45 miles to the northeast of the City, ground motion in Lynwood, and at the project site, would not be greater than other regions in the Los Angeles areas. A peak horizontal ground acceleration of 1.04 g should be expected at the project site due to an earthquake of moment magnitude of 6.8 associated with the Compton Thrust fault zone, which is located approximately 0.4 miles from the site. Moderate to severe groundshaking at any of the proximate faults could result in the loss of life or damage to property due to damage or failure of structural and non-structural building components. These impacts would be less than significant.

As required by the CBC for the construction of new buildings and/or structures, specific engineering design and construction measures would be implemented to anticipate and avoid the potential for adverse impacts to human life and property caused by seismically induced groundshaking. On-site geotechnical investigations have been conducted under the direct supervision of a California-certified Engineering Geologist (CEG). The investigations included studies to address the anticipated ground acceleration of the building site, the potential for on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The geologist has interpreted field data in the context of local and regional geologic and soil conditions and has made recommendations for the abatement of geotechnical hazards at the site.

Mitigation Measures

GEO-2: Project construction shall adhere to all recommendations in the Geotechnical Investigation Report, prepared by Converse Consultants on November 12, 2001, shall be adhered to. These recommendations include, but are not limited to, complete demolition and removal of existing structures; removal of all loose or soft fill materials; observation of all exposed subgrade soil surfaces prior to placement of fill, pavements, and slabs by the project geotechnical engineer; and provision of adequate drainage to reduce percolation of water into structural backfill or subgrade soils. In addition, adherence to applicable building codes, including the most recent seismic design standards would mitigate the potential for damage to structures and safety risks to building occupants.

Implementation of Mitigation Measure GEO-2 would reduce impacts from structural hazards due to local soil conditions to ***less than significant.***

Less-than-Significant Impacts

The geotechnical report identified that the soils at the proposed project site have a very low expansion potential. Therefore, risks associated with development on expansive soils would be ***less than significant.***

3.5.5 Cumulative Impacts

The cumulative impact analysis considers development of the proposed project, in conjunction with three new elementary schools, a new middle school, expansion of Agnes and Lugo Elementary Schools, replacement of temporary classrooms with permanent structures at other existing schools, and renovation of existing schools, combined with development in the City of Lynwood and the adjacent communities.

Projects developed in the City of Lynwood and the adjacent jurisdictions would be exposed to potential geologic hazards related to soil and other conditions and individual building sites, and groundshaking from seismic events on known and unknown faults in the region. Persons affected by related development would be exposed to geologic and soil hazards regardless of their location within the City (i.e., the school age population would be located at existing schools or new facilities). In addition, new structures would be built according to the post recent and more modern standards. Adherence to applicable building codes and geotechnical recommendations in project design, adherence to standard construction techniques (which would be subject to city inspection) would reduce cumulative impacts associated with geologic hazards and seismic risks to ***less than significant.***

Although most of the related projects are geographically separated, and topographic variation is generally minimal, potential erosional impacts during construction of the proposed project, in combination with potential erosional impacts associated with related project development, could cumulatively increase soil erosion and downstream water quality effects unless project level impacts are adequately mitigated. However, it is anticipated that adequate mitigation will be incorporated into individual projects as a result of the current legal requirements for control of erosion stormwater discharges. Project sites more than 1 acres in size would be required to comply with the provisions of the Standard Urban Stormwater Mitigation Plan adopted by the Los Angeles Regional Water Quality Control Board, which would minimize the potential for erosion during construction and operation of the facilities. Compliance with this permit process, in addition to standard erosion control practices, would minimize effects from erosion. Therefore, cumulative impacts on erosion would be ***less than significant.***

3.6 Hazards and Hazardous Materials

The Initial Study prepared for this project (included as Appendix A of this document) determined that the project is not in proximity to an airport, and is in an urban area that is not subject to wildland fires. Therefore, this EIR section is focused on storage and use of hazardous materials at the project site, the potential for limited on-site contamination due to historical adjacent industrial uses, and effects on emergency response and evacuation plans. This analysis relies upon information provided in a Preliminary Environmental Assessment (PEA). The PEA evaluates historical information for indications of hazardous waste/substances at the site, establishes a field sampling and analysis program to identify the nature and extent of hazardous waste/substances that may be present at the site, and estimates the potential threat to public health and or the environment posed by hazardous constituents, if any, at the site. The PEA is incorporated in its entirety by reference in this EIR and is available for review at District offices, located at 11321 Bullis Road, Lynwood, CA 90262. The PEA process is currently underway, in consultation with the Department of Toxic Substances Control (DTSC).

3.6.1 Existing Conditions

The proposed site is bordered by the following:

- *North*—Martin Luther King Jr. Boulevard, beyond which are single-family residential properties
- *South*—Cortland Street, beyond which are single-family residential properties and a mobile home park
- *East*—Wright Road, beyond which are commercial and industrial uses
- *West*—Louise, Walnut, and Duncan Streets, beyond which are residential properties

The general vicinity of the project site is primarily single-family residential properties to the north, west, and south. The properties to the east are occupied primarily by commercial and light industrial facilities.

Emergency Response

Short-term responses to accidents caused by hazardous substances (e.g., fire, explosion, spills) are provided by the City Fire Department. The Fire Department maintains protective equipment required by the Occupational Safety and Health Administration (OSHA) for most hazardous situations. If special expertise is needed, assistance is provided by the hazardous material Teams of the Los Angeles County Health and Fire Departments. The adopted emergency response plan for the City of Lynwood designates Martin Luther King Jr. Boulevard, immediately north of the proposed site as an evacuation route.

Historical Review of the Project Site

A review of USGS topographic maps dated 1899, 1902, 1942, 1964, 1972, and 1964 (photorevised 1981) provides information on historical uses of the site. The site and surrounding areas were gradually developed between the early 1900s and 1962 with residential dwellings. In addition, by 1962, commercial/industrial facilities existed to the east.

1899 and 1902 USGS Maps

The proposed site is depicted as being located within an undeveloped area between the cities of Workman and Lynwood. The map depicts approximately two (2) structures within $^{1}/_{8}$-mile of the proposed site. The adjacent properties and general vicinity are depicted as being located within an undeveloped area with scattered structures.

12-6-38 and 6-18-47; 1942 and 1949 USGS Maps

In 1938 and 1947, the west side of the proposed site appeared to be occupied by single-family residential dwellings. The East side of the proposed site appeared to be undeveloped land. The adjacent properties appeared to be scattered residential properties to the north and west; undeveloped land with scattered residential to the northeast and south; and the east appeared to be agriculture land with scattered residential properties in 1938, and mixed residential and light commercial facilities in 1947. The general vicinity appeared to be scattered residential properties.

The 1942 and 1949 maps depict the proposed site as being located within an urban area west of Los Angeles River. In 1949, the east side of the proposed site is depicted as undeveloped land.

3-23-57 and 11-30-62; 1964, 1972, and 1964 photorevised 1981 USGS Maps

In 1957 and 1962, the west side of the proposed site appeared to be occupied by single-family residential dwellings. The east side of the proposed site appeared to be occupied by the current John Ham Memorial Park. The adjacent properties and the general vicinity appeared to be residential dwellings to the north, south, and west, and commercial/industrial facilities to the east.

All of the USGS maps depicted the proposed site as being located within an urban area west of the Los Angeles River and the Long Beach Freeway. Ham Park is depicted on the east side of the proposed site.

Historical Use of Adjacent Properties

According to the historical information gathered by Converse, the adjacent properties appeared to have been undeveloped land in 1899. By 1938, the adjacent properties appeared to have been

primarily residential dwellings. By 1957, the east adjacent properties appeared to be commercial and industrial facilities.

Database Searches

A regulatory database search was completed on the proposed site by EDR (Environmental Data Resources). The proposed site was not identified in the database. However, EDR identified several adjacent properties as listed on regulatory databases indicating a potential environmental concern, including the following:

1. *RC Pallet, 11500 Wright Road.* This property was identified as a hazardous waste generator. Waste includes "tank bottom waste." No violations were noted for the site. The potential for environmental effects to the proposed project site from this vicinity is considered "medium" due the type of regulatory listing.
2. *LG Turner Chrome Plating (Former Occupant), 11550 Wright Road.* A property to the east of the proposed project site (Martin Luther King Boulevard and Wright Road) was identified as a hazardous materials generator. No violations were noted for the site. Although this site is no longer used for chrome plating, the potential for an environmental impact to the proposed site is considered "high" due to the chemicals previously used in chrome plating.
3. *K Watanabe Corporation (Current Occupant), 11550 Wright Road.* The current use at this property was identified as a hazardous materials and waste generator. The waste was identified as "ignitable hazardous wastes (D001), cadmium (D006), lead (D008), 1,4-dichlorobenzene (D027), and tetrachloroethylene (D039)." No violations have been noted for the site. The potential for environmental impact to the proposed project site from this facility is considered to be high.

Other off-site locations of potential environmental concern identified by EDR included hazardous waste generators, permitted hazardous material sites, landfills, Leaking Underground Storage Tank (LUST) sites, and UST sites. The potential for environmental impact to the proposed site from these off-site locations of concern is considered to be low due to one or more of the following: type of regulatory listing; distance from the subject site; location with respect to the direction of regional groundwater flow; status of the case; type of resource affected; remedial efforts being directed by a regulatory agency; and/or potentially responsible parties have been identified.

Additional Regulatory Agency Record Sources

Pole-mounted transformers owned by Southern California Edison (SCE) are present at the project site. However, according to SCE, no transformers owned by SCE contain

polychlorinated biphenyls (PCBs). No leaks or stains were observed. Therefore, these transformers were not initially identified as a source of environmental concern.

No oil or gas wells are located on the project site or within a ½-mile radius. In addition, no underground pipelines exist on, or adjacent to, the proposed site. There is no information regarding the proposed site on file with the following agencies: City of Lynwood Bureau of Fire Prevention and Department of Public Works, the Los Angeles Regional Water Quality Control Board, and the State of California Department of Toxic Substances Control.

Soil Sampling

A Preliminary Environmental Assessment (PEA) was prepared to evaluate the presence of hazardous substances that could pose a health risk to occupants of the proposed school. DTSC expressed concern about the former chrome plating facility (located east of the proposed site), the potential for lead-based paint and asbestos-containing materials in the existing structures on the site, and the potential for leakage of polychlorinated biphenyls (PCBs) from pole-mounted transformers in the residential areas. Soil and soil gas samples determined that concentrations of methane, hydrogen sulfide, and volatile organic compounds were below laboratory reporting levels of concern. Because hexavalent chromium was detected at some locations, a risk assessment for was prepared, which determined that the carcinogenic risk at the site was 9.8×10^{-07} (0.00000098), below the level of concern of 1.0×10^{-06}, and noncarcinogenic risk was 0.23, significantly below the level of concern of 1.0. Therefore, none of the substances investigated at the site were determined to be present at levels that would pose any significant risk to human health.

A Geotechnical survey conducted at the proposed school site identified the presence of debris in certain soil borings. While this finding does not indicate the presence of hazardous substances, it is possible that soil impacted by hazardous constituents could be encountered during site grading.

Potential Hazardous Materials

Asbestos

Asbestos, a naturally occurring fibrous material, was used for years in many building materials for its fireproofing and insulating properties. Loose insulation, ceiling panels, and brittle plaster are potential sources of friable (easily crumbled) asbestos. Nonfriable asbestos is generally bound to other materials such that it does not become airborne under normal conditions. Inhalation of airborne fibers is the primary mode of asbestos entry into the body, making friable materials the greatest potential health risk. Asbestos-related health problems include lung cancer and asbestosis.

Lead

Lead is a naturally occurring metallic element. Among its numerous uses and sources, lead can be found in paint, water pipes, solder in plumbing systems, and in soils around buildings and structures painted with lead-based paint. In 1978 the federal government required the reduction of lead in house paint to less than 0.06 percent (600 parts per million). Excessive exposure to lead can result in the accumulation of lead in the blood, soft tissues, and bones. Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs.

Polychlorinated Biphenyls (PCBs)

PCBs are organic chemicals, usually in the form of an oil, that were formerly used in electrical equipment, including transformers and capacitors, primarily as electrical insulators. Nearly all ballasts manufactured prior to 1979 contain PCBs. PCB ballasts manufactured after July 1, 1978, that do not contain PCBs are required to be clearly marked "No PCBs." PCBs, which are highly persistent in the environment, can cause various human health effects, including liver injury, irritation of the skin and mucous membranes, and adverse reproductive effects. It is also a suspected human carcinogen. In California, PCB-containing materials must be disposed of as hazardous waste.

Hexavalent Chromium

Chromium has been used commercially in the United States for more than 100 years as a structural and anti-corrosive element in the production of stainless steel, ferrochromium, iron and steel, in electroplating and welding, in pigments used in some paints, and in some textile dyes and leather tanning compounds. Hexavalent chromium (or chromium 6) is the most toxic form of chromium and is designated as a carcinogen by the U.S. EPA and the State of California. Occupational exposure to hexavalent chromium is associated with lung cancer, respiratory tract irritation, and skin irritation. For residential exposure, the primary health concern is the presence of hexavalent chromium in groundwater. In October 2001, the Governor signed into law SB 351 (Health and Safety Code §116365.5), which requires DHS to adopt a maximum contaminant level for hexavalent chromium by January 1, 2004.

Air Toxics

Properties within a ¼-mile radius of the proposed site were surveyed to identify facilities that have the potential to generate hazardous and acutely hazardous air emissions. Facility information provided by business owners/operators, as well as data collected from the South Coast Air Quality Management District (SCAQMD), Cal/EPA, Office of Environmental Information, and Los Angeles County Fire Department (LAFD) was reviewed to assist in identification of potential emitters.

A formal request was made to the SCAQMD to perform a facility search and site inspection for businesses within ¼ mile of the proposed project site. This search produced a list of ten potential sources, listed in Table 3.6-1.

A review of federal and State database listings of known storage tank sites and known sites of hazardous materials generation or storage within one-quarter mile of the proposed site resulted in identification of two additional potential sources that store, use, or transport hazardous materials. Review of available documents indicates that these sources do not pose a substantial health risk to the proposed project site since these sites store, use, or transport small amounts of hazardous materials and the SCAQMD does not require permits or emissions inventories from these sources.

In addition to the identified stationary sources, the I-105/I-710 interchange is also located within ¼ mile of the proposed site and is considered a potential source of hazardous air emissions.

TABLE 3.6-1 FACILITIES IDENTIFIED WITHIN ¼ MILE OF THE PROPOSED PROJECT SITE BY SCAQMD

Facility ID	*Name*	*Location Address*	*Basis for Exclusion from Further Analysis (refer to notes)*
105544	Chevron Dealer	11401 Atlantic Avenue	
77372	CET Environmental	11515 Atlantic Avenue	1
79340	United Oil Company (Mobile)	11515 Atlantic Avenue	
58117	Lynwood Rental Center	11560 Atlantic Avenue	2
58606	American Classic Body Shop	11596 Atlantic Avenue	2
96814	District -Service Center	11300 Wright Road	
84767	CAPCO Trucking Equipment	11350 Wright Road	2
15342	Gadget Manufacturing Co.	5419 Cortland Street	2
59844	ERMM Corporation	5415 Martin Luther King Jr. Blvd.	

1. Former site or facility is no longer in operation.
2. Facility is below emission reporting thresholds established by SCAQMD and was not required to submit an annual emissions inventory. Site reconnaissance conducted on May 8, 2001, confirmed that quantities released into the environment are extremely small and would not result in detectable levels in the immediate vicinity of each site.

Source: SCAQMD, Public Records Request, May 21, 2001.

3.6.2 Regulatory Framework

California Education Code

Provisions of California Education Code §17213 (formerly §39003) prohibit the approval of a project involving the acquisition of a school site by the governing board of a school district unless the following occur:

A. Determine that the property to be purchased or built upon is not any of the following:

1. The site of a current or former hazardous waste disposal site or solid waste disposal site unless, if the site was a former solid waste disposal site, the school board concludes that the wastes have been removed.

2. A hazardous substance release site identified by the State Department of Health Services for removal or remedial action pursuant to the Health and Safety Code.

3. A site that contains one or more pipelines (above or underground) which carries hazardous substances, acutely hazardous materials, or hazardous wastes, unless the pipeline is a natural gas line which is used only to supply natural gas to the school or neighborhood.

B. In preparing the environmental impact report or negative declaration, the Lead Agency must consult with the administering agency in which the proposed school site is located and with any air pollution control district or air quality management district having jurisdiction in the area. Prior to District approval of the new school site, the following must occur:

1. Identify facilities within ¼ mile of the proposed school site, which might reasonably be anticipated to emit hazardous air emissions or to handle hazardous or acutely hazardous materials, substances, or waste. The lead agency shall include a list of the locations for which information is sought.

2. Determine that the health risks from facilities do not and will not constitute an actual or potential endangerment of public health to persons who attend or are employed at the school.

3. If impacts are identified, mitigation of all chronic or accidental hazardous air emissions must be made prior to school occupancy and the governing board shall certify a determination of no actual or potential endangerment.

Hazardous Materials Management Act

A hazardous material is any substance that possesses qualities or characteristics that could produce physical damage to the environment and/or cause deleterious effects upon human health (Title 22, CCR). The Hazardous Materials Management Act (HMMA) requires that businesses handling or storing certain amounts of hazardous materials prepare a Hazardous Materials Business Plan (HMBP), which includes an inventory of hazardous materials stored on site (above specified quantities), an emergency response plan, and an employee training program. Businesses that use, store, or handle 55 gallons of liquid, 500 pounds of a solid, or 200 cubic feet

of a compressed gas at standard temperature and pressure require HMBPs. Plans must be prepared prior to facility operation and are reviewed/updated biennially (or within 30 days of a change).

The Tanner Act

The Tanner Act, adopted in 1986, governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in the State of California. The Tanner Act also mandates that each county adopt a Hazardous Waste Management Plan. To be in accordance with the Tanner Act, local or regional hazardous waste management plans need to include provisions which define (1) the planning process for waste management, (2) the permit process for new and expanded facilities, and (3) the appeal process to the State available for certain local decision.

Occupational Health and Safety Administration (OSHA)

Site safety requirements are generally based on the specifications of Cal-OSHA. Applicable specifications prepared by OSHA related to earth resources are referenced in §29 CFR Part 1926 (Department of Labor 1989), which focuses on worker safety during excavation, shoring, and trenching.

3.6.3 Thresholds of Significance

Impacts of the Specific Plan on hazards would be considered significant if the following were to occur:

- Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to California Government Code §65962.5
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan

3.6.4 Project Impacts

Significant Impacts

Impact HAZ-1: Demolition of existing structures could potentially expose construction personnel and the public to hazardous materials.

Demolition of existing structures on the proposed site could result in exposure of construction personnel and the public to friable asbestos or lead-based paints unless proper precautions are taken to minimize potential exposure. Various regulations and guidelines pertaining to abatement of, and protection from, exposure to asbestos and lead have been adopted for demolition activities. These requirements include: SCAQMD Rules and Regulations pertaining to asbestos abatement (including Rule 1403), Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations, Part 61, Subpart M of the Federal Regulations Code of (pertaining to asbestos), and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD). In California, asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the State Department of Health Services. In addition, the California Occupational Safety and Health Administration (Cal/OSHA) has regulations concerning the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee-training programs. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards.

In addition, PCB-containing materials may also be present in building materials (e.g., the ballast for fluorescent lights) and in the soil adjacent to existing electrical transformers. Cleanup levels for PCB-contaminated sites have been established at the federal level under the Toxic Substances Control Act, worker exposure to PCBs is subject to Cal/OSHA worker protection requirements, and disposal is subject to State hazardous waste regulations.

Exposure pathways by which receptors could be exposed to hazardous materials include any of the following:

- Direct dermal contact with hazardous materials
- Incidental ingestion of hazardous materials (usually due to improper hygiene, when workers fail to wash their hands before eating, drinking, or smoking)
- Inhalation of airborne dust released from dried hazardous materials

The rules and regulations noted above would be followed during construction activities. These regulations would ensure that construction workers and the general public would not be exposed to any unusual or excessive risks related to hazardous materials during construction activities. The standards noted above have been developed to protect the general population from hazards associated with exposure to such materials. Young children, older individuals, and people in poor health, may be more susceptible to adverse health effects from exposure to asbestos, lead or PCBs released to the environment. However, due to the distance between the proposed site and the adjacent residences that would remain, and assuming demolition activities comply with federal, State, and local abatement standards, the potential for asbestos, lead, or PCBs to be released to the air in concentrations that would adversely affect such sensitive individuals would be low.

Mitigation Measures

HAZ-1: The project developer shall utilize licensed subcontractors and assure that all asbestos-containing materials, lead-based paints, or PCBs encountered during demolition activities are removed, transported, and disposed of in full compliance with all applicable federal, State, and local regulations.

Mitigation Measure HAZ-1 would ensure that impacts from hazardous materials encountered during demolition activities would be reduced to a ***less-than-significant level.***

Impact HAZ-2: Grading and excavation of the site could potentially expose construction personnel and public to hazardous materials that are present in the soil.

As described in the Setting, the Preliminary Environmental Assessment included analysis of soil and soil gas samples at the proposed site. Those samples determined that concentrations of methane, hydrogen sulfide, and volatile organic compounds were below laboratory reporting levels of concern. A risk assessment for hexavalent chromium determined that the carcinogenic risk at the site was 9.8×10^{-07} (0.00000098), below the level of concern of 1.0×10^{-06}, and non-carcinogenic risk was 0.23, significantly below the level of concern of 1.0. Therefore, none of the substances investigated at the site were determined to be present at levels that would pose any significant risk to human health. The PEA process for this site is ongoing. The PEA completion of this process will assure that the site does not pose unacceptable risk levels.

However, the potential exists for other substances to be present at the site (which were not encountered during the soil sampling activities), or for unidentified underground tanks to be encountered during grading or excavation. The District has no knowledge of any known or suspected contamination at the site, however, the potential to encounter such substances or

conditions remains, and development of the proposed project could result in the exposure of construction workers or the public to such substances.

Mitigation Measures

HAZ-2: In the event underground tanks, obvious or suspected contamination, or other features or materials that could present a threat to human health or the environment are discovered during grading or excavation of the site, work shall cease immediately. A risk management plan shall be prepared that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Lynwood Fire Department, the Los Angeles County Department of Public Works Environmental Programs Division, and the DTSC). A site health and safety plan, which meets OSHA requirements shall be prepared and in place prior to commencing work in any contaminated areas. The District, through its contractor, shall ensure proper implementation of the health and safety plan.

See Section B (Text Change in Part 2, Chapter II.

HAZ-3: Following the completion of demolition activities, the District will conduct additional soil sampling in the areas currently occupied by structures to determine whether lead-based paints in those structures may have resulted in elevated levels of lead in the soil in the area adjacent to those structures.

Mitigation Measures HAZ-2 and HAZ-3 would ensure that impacts from hazardous materials encountered during grading and excavation would be reduced to a ***less-than-significant level.***

Impact HAZ-3: The development of the proposed project would introduce a new school site, which may require modification of the existing adopted emergency response plan.

As noted above, Martin Luther King Jr. Boulevard is identified as part of the City's emergency response plan. Proposed project development would not impair implementation of or physically interfere with the adopted plan. However, the proposed project would potentially require modifications to the plan. Impacts would be potentially significant.

Mitigation Measures

HAZ-4: The Lynwood Unified School District shall provide written notification to the City of Lynwood, the Lynwood Fire Department, and the Los Angeles County Sheriff Department regarding the development of the proposed site, and offer to cooperate with the appropriate agencies regarding the potential need for any modifications to the adopted emergency response plan that covers the proposed site.

Mitigation Measure HAZ-3 would reduce impacts associated with the emergency response plan to ***less than significant***.

Less-than-Significant Impacts

Use and storage of hazardous materials at the project site would include limited quantities of cleaning products; fertilizer, pesticides, and herbicides for outdoor landscaping; and products used in classroom laboratories (i.e., biology and chemistry). These materials would be labeled and stored in accordance with a Hazardous Materials Business Plan, and they would not be accessible to the student population and the general public. Compliance with applicable regulations would ensure that impacts would be less than significant.

A Health Risk Assessment (HRA) was completed for the proposed project (consistent with provisions of Section17213 of the California Education Code and CEQA Section 21151.8a[2]) to determine the potential health risks associates with facilities that are located within ¼ mile of the proposed school site, which might reasonably be anticipated to emit hazardous air emissions or to handle hazardous or acutely hazardous materials, substances, or waste. The HRA (included as part of the PEA) concluded that for carcinogenic exposures, the summation of risk totaled 0.5×10^{-6} (0.5 in one million) for students and 9.0×10^{-6} (9.0 in one million) for employees. In comparison to the established threshold of one in one hundred thousand (1.0×10^{-5}), carcinogenic risks fall within acceptable limits. For noncarcinogenic chronic exposures, the maximum summation of risks for a target organ (the respiratory system) totaled 0.0001 for students and 0.002 for employees, well below the established threshold of one. For noncarcinogenic acute exposures, the maximum summation of risks for a target organ (the immune system) totaled 0.001 for students and employees, also well below the established threshold of 1.0.

See Section B Text Changes) in Part 2, Chapter II.

As the carcinogenic and noncarcinogenic risks from facilities within ¼-mile radius of the proposed site are below established thresholds, development of the proposed project does not and will not constitute an actual or potential endangerment of public health to persons who attend or are employed at the at the proposed Lynwood High School at the John Ham Park site.

3.6.5 Cumulative Impacts

The cumulative impact analysis considers development of the proposed project, in conjunction with three new elementary schools, a new middle school, expansion of Agnes and Lugo Elementary Schools, replacement of temporary classrooms with permanent structures at other existing schools, and renovation of existing schools, combined with development in the City of Lynwood and the adjacent communities.

Related development in the City of Lynwood and the adjacent communities could result in the demolition of existing structures, which may contain hazardous materials, including lead and asbestos. Adherence to applicable regulations and guidelines pertaining to abatement of, and protection from, exposure to asbestos, lead and other hazardous materials would assure that impacts from those activities would be ***less than significant***.

For school development, consultation with the DTSC would be required. Project sites that have the potential for the site contaminants would undergo the PEA process to assure that schools would only be developed on sites that do not pose unacceptable risk levels. Development of non-school projects may occur at sites that are, or may be, contaminated from prior uses at those sites. Development of those sites could expose construction workers and the public to substances present in the soil. Development at those sites would be governed by plans for remediation of any known contamination, long-term monitoring, post-development maintenance, or access limitations, or some combination thereof. For those sites where contamination is not known and encountered during construction, a site health and safety plan, which meets OSHA requirements, would remediate site contamination and include physical site controls during construction. Adherence to these requirements would reduce potential cumulative impacts from exposure to substances in the soil to ***less-than-significant*** levels.

Future school projects that may be developed along evacuation routes identified in the City General Plan include the proposed new Middle School and Elementary Schools 1 and 3, and the Lynwood Towne Center and Lynwood Marketplace. These related projects could impact evacuation routes along Martin Luther King Jr. Blvd. and Long Beach Blvd (i.e., these projects would potentially require modifications to the adopted emergency response plan). However, related project development is not anticipated to impair implementation of or physically interfere with the adopted plan. Project-specific review of individual projects would require consultation with the City of Lynwood, the Lynwood Fire Department, and the Los Angeles County Sheriff Department, or other adjacent jurisdictions as appropriate, regarding the potential need for any modifications to the adopted emergency response plan, similar to the proposed project. Consultation with the relevant agencies would ensure that cumulative impacts to adopted evacuation plans would be ***less than significant***.

Use and storage of hazardous materials associates with related projects would include limited quantities of cleaning products; fertilizer, pesticides, and herbicides for outdoor landscaping. These materials would be labeled and stored in accordance with a Hazardous Materials Business Plan, and they would generally not be accessible to the student population and the general public. Compliance with applicable regulations would ensure that cumulative impacts would be ***less than significant***.

A Human Health Risk Assessment (HHRA) would be completed for the proposed new school projects. The HHRA would address exposure of students and staff to hazardous air emissions. Impacts associated with hazardous materials would be site-specific, and therefore the effects of hazardous materials would remain localized. Cumulative impacts associated with hazardous materials would be ***less than significant***.

3.7 Hydrology and Water Quality

The Initial Study prepared for this project (included as Appendix A of this document) determined that the project would not substantially effect groundwater, degrade water quality, or be located in an area subject to inundation from a tsunami, seiche, or mudflow. Therefore, the analysis in this section is limited to the potential of the proposed project to alter drainage patterns, increase surface runoff that would exceed the existing capacity of storm drain systems, or be subject to flooding.

3.7.1 Existing Conditions

Surface Drainage Characteristics

The project site is located in the City of Lynwood, in the central area of Los Angeles County. The terrain of the surrounding areas is generally flat. The project site is also generally flat to sloping to the south. The project site is within the Los Angeles–San Gabriel Hydrologic Unit as defined by the California Regional Water Quality Control Board, Los Angeles Region 4. It is located within the Los Angeles river watershed.

A 12 x 7 foot reinforced concrete box storm drain that is part of the Los Angeles County Flood Control system splits the park site in two. The park site drains storm runoff to Wright Road and Martin Luther King Jr. Blvd., while the houses drain to their adjacent streets. The project site is located within an area served by storm drainage facilities that the City of Lynwood considers adequate (Tom Finbres 2001, personal communication).

Groundwater

During the geotechnical investigation, groundwater was encountered in six exploratory borings on the site ranging from 22 to 29 feet below existing ground surface (Converse Consultants 2001).

Flooding

The proposed site is located within an area that was formerly designated by the Federal Emergency Management Agency (FEMA) as being within a 100-year flood plain. This designation was recently revised (per the Flood Insurance Rating Map, Community Panel Number 060635 002 C, Panel 2 of 2, updated July 6, 1998) to zone AR, which is an area of special flood hazard due to the ongoing restoration of an accredited flood protection system that will provide a 100-year or greater level of flood protection. However, a portion of northern edge of the site, along Martin Luther King Jr. Boulevard, remains within the "AH" zone. This designation indicates that due to the lower elevation of that area in relation to the surrounding land, ponding may occur at depths of between 1 and 3 feet during a 100-year flood.

3.7.2 Regulatory Framework

The following subsection is brief summary of the regulatory context under which surface and groundwater resources are managed at the federal, State, and local level.

NPDES Permit System

The National Pollutant Discharge Elimination System (NPDES) permit system was established in the CWA to regulate municipal and industrial discharges to surface waters of the U.S. Each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits. Section 307 of the CWA describes the factors that EPA must consider in setting effluent limits for priority pollutants.

The 1972 amendments to the Clean Water Act (CWA) prohibit the discharge of pollutants to navigable waters from a point source (a discharge from a single conveyance such as a pipe) unless the discharge is authorized by an NPDES permit. In 1987, in recognition that diffuse, or non-point, sources were significantly impairing surface water quality, Congress amended the CWA to address non-point source stormwater runoff pollution in a phased program requiring NPDES permits for operators of municipal separate storm sewer systems (MS4s), construction projects and industrial facilities. Phase I, promulgated in 1990, required municipal permits for MS4s generally serving populations over 100,000, construction permits for projects five acres or greater and industrial permits for industries determined by Standard Industrial Classification (SIC) code.

The purpose of the NPDES program is to establish a comprehensive stormwater quality program to manage urban stormwater that minimizes pollution of the environment to the maximum extent practicable (MEP). The NPDES program consists of (1) characterizing receiving water quality, (2) identifying harmful constituents, (3) targeting potential sources of pollutants, and (4) implementing a Comprehensive Stormwater Management Program (CSWMP).

Los Angeles County, the City of Lynwood, and adjacent jurisdictions manage municipal stormwater runoff through the requirements of Nationwide Pollution Discharge Elimination System (NPDES) Permit No. CAS614001. Los Angeles County serves as the principal permit holder for all the involved jurisdictions.

The Permit requires the development of model programs for the management of various activities affecting stormwater quality including development planning projects and illicit discharges. These model management programs are submitted to the Los Angeles Regional Water Quality Control Board (LARWQCB) for their review and approval. Once approved, each involved jurisdiction is required to develop and implement a specific management program

comparable to the model program that may include the adoption of ordinances. The permit holders are still in the process of developing model programs for submittal to the LARWQCB. On January 26, 2000, the LARWQCB adopted a Standard Urban Stormwater Mitigation Plan (SUSMP) for use by builders, land developers, engineers, planners, and others to develop post-construction BMPs and urban stormwater runoff mitigation plans for projects that fall into selected categories, including projects greater than 100,000 square feet, which therefore would apply to the proposed project. The SUSMP requires that the project be designed so as to collect and treat the first ¾ inch of stormwater runoff from the site, and control peak flow discharge to provide stream channel and overbank flood protection.

See Section B (Text Changes in Part 2, Chapter II.

Urban Stormwater Runoff

The reduction of pollutants in urban stormwater discharge to the MEP through the use of Best Management Practices (BMPs) is one of the primary objectives of the water quality regulations. BMPs typically used to manage runoff water quality can include the following: controlling roadway and parking lot contaminants by installing oil and grease separators at storm drain inlets; cleaning parking lots on a regular basis; and incorporating peak-flow reduction and infiltration features, such as grass swales, infiltration trenches, and grass filter strips into landscaping.

Since the NPDES permit will target a diverse array of nonpoint source controls, the program will include implementation of Best Management Practices (BMPs). Construction-related BMPs could be comprised set of specific guidelines for reducing pollutants in stormwater discharges and runoff both during construction and post-construction. This would likely include erosion and sediment control practices as well as general site and materials management for construction sites. Post construction BMPs could include design elements to reduce the volume of runoff and pollutant loading in runoff. Types of pollution prevention practices are described in the California Storm Water Best Management Practices Handbook.

General Construction Activity Stormwater Permit

General stormwater discharge permits are required by the State for stormwater discharges associated with construction activities involving the disturbance of five acres or more. Construction on sites less than five acres requires a permit if part of a larger development or land sale. Landowners are responsible for obtaining and complying with the permits, but may delegate specific duties to developers and contractors by mutual consent.

Permit applicants are required to prepare, retain, and implement at the construction site a Stormwater Pollution Prevention Plan (SWPPP) that describes the site, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and

maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites is required before and after storms to identify stormwater discharge from construction activity, and to identify and implement controls where necessary.

Because construction would occur over an area greater than 5 acres, the developer would be required to submit a Notice of Intent (NOI) to the SWRCB for coverage under the permit and would be required to comply with all the requirements.

Water Quality Control Plan

The Water Quality Control Plan for the Los Angeles Region 4 addresses water quality objectives for both surface and groundwater. The surface water sources in and around the project site are minor and are not identified in the Basin Plan for specific water quality objectives or for beneficial uses. Water quality discharge requirements meeting area wide surface water use objectives are established as permit requirements by the RWQCB and the SUSMP during permitting for construction and operations of proposed development projects.

City of Lynwood

Chapter 15 of the Lynwood City Code addresses flood damage prevention. The stated purpose of this chapter of the City Code is to promote public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas. To this end, standards of construction are provided that include requirements for development in all areas of special flood hazard zones. The New High School would be built according to the requirements of the State of California for new schools and would not be subject to the City's development standards. However, this EIR provides an analysis of the City's standards, in order to determine if the project would be developed in substantial conformity with the City's standards related to hydrology and flood protection.

Anchoring

1. All new construction and substantial improvements shall be anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy.
2. All manufactured homes shall meet the anchoring standards.

Construction Materials and Methods

1. All new construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.
2. All new construction and substantial improvements shall be constructed using methods and practices that minimize flood.

3. All new construction and substantial improvements shall be constructed with electrical, heating, ventilation, plumbing and air conditioning equipment and other service utilities that are designed or located so as to prevent water from entering or accumulating within the components during conditions of flooding.

4. Require within Zones AH, or OA, adequate drainage paths around structures on slopes to guide floodwaters around and away from proposed structures.

Elevations and Floodproofing

1. New construction and substantial improvement of any structure shall have the lowest floor, including the basement, elevated to or above the base flood elevation. Nonresidential structures may meet the standards in subparagraph 3 of this paragraph. Upon completion of the structure the elevation of the lowest floor including basement shall be certified by a registered professional engineer or surveyor, or verified by the community building inspector to be properly elevated. Such certification shall be provided to the Floodplain Administrator.

2. New construction and substantial improvement of any structure in zone AH or AO shall have the lowest floor, including basement, elevated above the highest adjacent grade at least as high as the depth number specified in feet or on the FIRM, or at least two feet if no depth number is specified. Nonresidential structures may meet the standards in subparagraph 3 of this paragraph. Upon completion of the structure the elevation of the lowest floor including basement shall be certified by a registered professional engineer or surveyor, or verified by the community building inspector to be properly elevated. Such certification shall be provided to the Floodplain Administrator.

3. Nonresidential construction shall either be elevated in conformance with the Lynwood City Code Flood; Damage Prevention Guidelines or together with attendant utility sanitary facilities:

- Be floodproofed so that below the base flood level the structure is watertight with walls substantially impermeable to the passage of water
- Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy
- Be certified by a registered professional engineer or architect that the standards of this subsection are satisfied. Such certifications shall be provided to the Floodplain Administrator

4. Require, for all new construction and substantial improvements, that fully enclosed areas below the lowest floor that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a

registered professional engineer or architect and meet or exceed the following minimum criteria:

(a) Either a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided. The bottom of all openings shall be no higher than one foot above grade. Openings may be equipped with screens louvers, valves or other coverings or devices provided that they permit the automatic entry and exist of floodwaters.

(b) Be certified to comply with a local floodproofing standard approved by the Federal Insurance Administration.

3.7.3 Thresholds of Significance

The proposed project would result in significant impacts on hydrology or water quality if it would do any of the following:

- Violate any water quality standards, waste discharge requirements
- Substantially deplete groundwater supplies or interfere with the recharging of groundwater such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level
- Substantially alter the existing drainage pattern of the site or area that would result in substantial erosion or siltation on- or off-site
- Substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
- Place within 100-year flood hazard area structures that would impede or redirect flood flows
- Cause or expose people or structures to a significant risk of loss, injury, or death involving flooding
- Require 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

3.7.4 Project Impacts

Drainage

Significant Impacts

Impact HYD-1: Construction activities would result in runoff that would potentially affect water quality.

Construction of the proposed project would result in removal of structures and grading of the site. These activities would expose soils to erosion from wind and rain. Construction sites are common sources of pollution due to the types of activities occurring on them. Runoff from the site could include sediments and contaminants that would affect downstream drainages and water quality. Impacts would be significant.

Mitigation Measures

HYD-1: The design of the proposed project shall comply with the provisions of the Standard Urban Stormwater Mitigation Plan (SUSMP), and shall include structural or other measures to collect and treat the first ¾ inch of stormwater runoff from the site, and control peak flow discharge.

See Section B (Text Changes) in Part 2, Chapter II.

Implementation of this measure would reduce impacts to water quality during construction to ***less than significant.***

Impact HYD-2: Runoff could contain contaminants that would affect water quality.

Operation of the project would result in stormwater runoff from the site entering the local storm drain system, and then being discharged into the Pacific Ocean. Because of the proposed uses of the site, stormwater runoff would contain contaminants typical of urban areas including oil, grease, metals, pesticides/herbicides, and entrained dust. Urban stormwater contaminants are an identified source of pollution. Runoff from the site would contribute to regional water quality problems related to stormwater discharge. Therefore, the proposed project could contribute to this significant effect.

Runoff would be regulated by the NPDES permit process, described in section 3.7.3. In addition, the project would be required to comply with the provisions of the Standard Urban Stormwater Mitigation Plan (SUSMP) which requires development of post-construction BMPs and a urban stormwater runoff mitigation plan to collect and treat the first ¾ inch of stormwater runoff from the site, and control peak flow discharge.

Mitigation Measures

Mitigation HYD-1, described above, would be required to address water quality impacts from site runoff.

Less-than-Significant Impacts

Development of the proposed project would modify local drainage patterns through the addition of contiguous areas of impervious surfaces, although portions of the site are currently developed. Additional impervious surfaces would include the parking structure, hardcourt play areas, and approximately 162,000 square feet of buildings. The existing 12 x 7 foot reinforced concrete box storm drain would need to be relocated on-site to accommodate project layout. Additional runoff would be accommodated by this realignment. Buildings and the parking structure would be provided with roof drains, which would collect and convey runoff into the storm drain system. Additional runoff would not substantially affect the storm drain system downstream from the project site (Fuscoe Engineers, 2001). Due to the minor increase in runoff, increases in erosion or siltation on- or off-site would not be substantial. Impacts would be ***less than significant.***

Groundwater

Less-than-Significant Impacts

Groundwater would not be encountered during construction, and no impacts to groundwater are anticipated. Groundwater was encountered in six exploratory borings on the site ranging from 22 to 29 feet below existing ground surface. The project will not consist of excavation or cut below 15 feet and therefore would not affect groundwater. Impacts would be ***less than significant.***

Flooding

Significant Impacts

Impact HYD-3: Proposed structures and parking would be sited within an area of ponding during a 100-year flood.

As discussed above, ponding to a depth of 1 to 3 feet could occur during a 100-year flood at portions of the project site located along Martin Luther King Jr. Blvd. Such flooding would not be life threatening, but it could cause property damage and interruption of school activities due to temporary loss of use of structures. The preliminary site plans for the proposed project indicate that areas susceptible to flooding would include some of the structural areas and a portion of the surface parking lot. The proposed site for relocation of the Abbott Residence

(adjacent to Louise Avenue) is not within the "AH" zone, and therefore would not be subject to flooding. Impacts from flooding would be significant.

Mitigation Measures

HYD-2: The school shall be sited and designed to minimize impacts from flooding. This could include revision of project plans to minimize the amount of structures located within the 100-year flood zone, or design of the structures consistent with the standards provided in Chapter 15 of the Lynwood City Code (e.g., use of materials resistant to flood damage, provisions of adequate drainage paths around structures, and elevation of structures or flood proofing to minimize water seepage into the structure).

Mitigation measure HYD-2 would ensure that impacts associated with potential flooding would be reduced to ***less than significant***.

3.7.5 Cumulative Impacts

The cumulative impact analysis considers development of the proposed project, in conjunction with three new elementary schools, a new middle school, expansion of Agnes and Lugo Elementary Schools, replacement of temporary classrooms with permanent structures at other existing schools, and renovation of existing schools, combined with development in the City of Lynwood and the adjacent communities.

Increases in runoff from new and expansion school sites are anticipated to be minor, as these sites do not contain large areas of pervious surfaces. Site-specific review of additional school development would ensure that additional runoff is accommodated by the storm drain system. Replacement of temporary classrooms with permanent structures and renovation of existing schools would modify buildings on-site, but are not anticipated to substantially increase impervious surfaces. Related development in the City and adjacent communities primarily includes development of sites that are currently occupied by structures and paved surfaces, minimizing the potential for additional runoff associated with these projects. Cumulative impacts on the storm drainage system would be ***less than significant***.

Project construction and operation would include runoff that could contain contaminants that would affect water quality. Related projects involving construction on sites greater than 5 acres would be required to comply with the provisions of the Standard Urban Stormwater Mitigation Plan (SUSMP). These requirements would minimize the cumulative contribution of project-related contaminants to drainage systems. Therefore, cumulative impacts would be ***less than significant***.

Impacts from flooding would occur where projects would be located within flood-prone areas. Projects subject to these effects would include some of projects identified in the LUSD Facilities Master Plan. These projects, similar to the proposed project, would be designed in order to minimize risks associated with flooding. Past, present, and future probable projects in the City and surrounding jurisdictions could also be subject to localized flooding impacts. These impacts would be site-specific, and would not contribute to cumulative impacts. Therefore, cumulative impacts related to flooding would be ***less than significant***.

3.8 Land Use

This section describes existing land use characteristics of the proposed site and the surrounding area and analyzes the conformity of the proposed project with applicable zoning and land use plans and policies. The Initial Study prepared for the proposed project (included as Appendix A) determined that the proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan and would not physically divide an established community. This EIR section provides an analysis of the relationship between the proposed project and the City of Lynwood's zoning and land use plans and policies.

3.8.1 Existing Conditions

City of Lynwood Characteristics

Located in central Los Angeles County, the City of Lynwood contains a variety of land uses, including single- and multi-family residential neighborhoods, local shopping, a medical center, industrial and manufacturing uses, schools, parks, and other public facilities. Two major freeways, the Long Beach Freeway (I-710) and Glen Anderson Freeway (I-105), service the City, and the Los Angeles River borders the City's eastern edge. The proposed project site is located in the eastern portion of Lynwood, northeast of the I-710 and the I-105.

On-Site Characteristics and Land Uses

The proposed project site is located at Ham Memorial Park and adjacent residential areas. Bounded on the north by Martin Luther King Jr. Blvd., the east by Wright Road, and the south by Cortland Street, the site is generally a level topography, without any particular scenic features.

The park area is 10 acres of City-owned property. The park includes approximately 8.1 acres of open space in addition to various facilities and amenities and two parking lots (refer to Figure 3-11 for detail on existing uses at the proposed site). The site also includes the historic Abbott Residence, which has existed at its current location since 1907. There are 47 dwelling units located on the westerly 4.8-acre portion of the project site. An alley extends east of Duncan Avenue to provide secondary access to some of these dwelling units.

The Zoning Map for the City of Lynwood (dated September 1994) designates the park as "R1" zone (single-family residential). Adjacent residential areas east of the park where the school would be located are zoned "R2" (residential two-family). Schools are a conditionally permitted use within both of these zoning designations.

The Land Use Policy Map for the City of Lynwood (dated June 12, 1990), assigns three land use designations to the proposed site: (1) the existing John Ham Memorial Park is designated as open space; (2) the area bounded by Martin Luther King Jr. Blvd., Duncan Avenue, Walnut

Drive, and the park is designated for townhouse and cluster housing (with 7.1 to 14 dwelling units per acre); and (3) the area between Louise Avenue and the park is designated at single family residential (with between zero and 7 dwelling units per acre).

Surrounding Land Uses

The park exists in an urbanized environment of single-family residential, duplexes, and light industrial development. The project site is also in close proximity to two major freeways: the I-710 is approximately 1,000 feet from the east site boundary; the I-105 is approximately 1,000 feet from the south site boundary.

Residential areas are located to the east and north. Single-family residences are located generally east of the project site along Louise, Duncan, and Pope Avenues. North of the project site, residential development is primarily multi-family. Residences in the neighborhood typically date from the 1930s through the 1950s. Light industrial development in the park area is concentrated along the east side of Wright Road. Uses include an auto parts dealer and pallet distributor.

Several schools are located near the proposed project site. Vista High School is located east of Wright road, approximately one block (500 feet) to the north. Will Rogers School is east of Duncan Avenue, approximately two blocks (1,000 feet) to the north. Washington School is approximately 0.5 mile (2,500 feet) northeast of the project site, north of Shirley Avenue.

3.8.2 Regulatory Framework

Development Standards

The new high school has been designed and would be built in accordance with the standards of the State Architect. A detailed analysis of the relationship of the proposed project to the City's zoning and development standards and land use plans and policies is provided below in order to determine whether the new high school would be in substantial conformance with the relevant zoning standards and plans. This analysis is provided to ensure that the public and the District Board is informed of any substantial conformance with the relevant zoning standards and plans. This analysis may also be considered by the City decision makers in reviewing a Conditional Use permit for the new High School, if required. However, it should be noted that many of the referenced development standards would not be applicable, because they are intended for residential development. In addition, general requirements nos. 3, 5, and 7 through 12 are not applicable to the proposed project and are not discussed in this section.

See response to comment Lynwood-5 on page III-30 in Part 2.

General Requirements

TABLE 3.8-1 GENERAL REQUIREMENTS FOR RESIDENTIAL ZONES PARCELS

(The following requirements are minimum unless otherwise noted)

Requirement	*R-1*	*R-2*
1. Density, maximum dwelling (units/acre)	7	14
In Conformance. The proposed high school would not result in the addition of any dwelling units. Therefore, the project would not exceed the maximum density of dwelling units.		
2. Building site, net area (ft^2)	5,000	5,000
In Conformance. Proposed structures would meet the minimum square-foot size and total approximately 162,000 ft^2.		
3. Lot width (ft)	50	50
In Conformance. The project site is comprised of 28 lots. Each lot is at least 50 ft in width.		
4. Lot depth (ft)	100	100
In Conformance. The project site is comprised of 28 lots. Each lot is at least 100 ft in depth.		
5. Front yard (ft)	20	20
Not in Conformance. Preliminary design plans indicate a front yard setback of 10 ft.		
6. Side yard, interior (ft)	5	5
In Conformance. The project site is surrounded on all sides by streets. All side yards are "street sides" (see compliance under no. 7, below).		
7. Side yard, street side (ft)	10	10
Not in Conformance. Preliminary design plans indicate side yard setbacks of 10 ft in all locations, with the exception of Duncan and Walnut streets, where the setback would be 0 ft.		
8. Rear yard, in front (ft) (see subparagraph b.16)	20	20
Not in Conformance. Preliminary site plans indicate rear yard setbacks of 10 ft.		
9. Lot coverage, maximum	50%	50%
In Conformance. Approximately 8.1 acres of the 14-acre site would be used for playing fields and open space, resulting in a maximum lot coverage of 6.7 acres. Therefore, proposed lot coverage would not exceed the maximum of 50 percent (7.4 acres).		
10. Building height, max. including chimneys, antennas, any roof-mounted equipment	35	35
Not in Conformance. Structures would generally be a maximum of 35 ft in height, although the proposed project would exceed the 35 ft height limit on portions of two structures: the performing arts building and the parking structure. The performing arts building includes a fly loft proposed at 48 ft, 2 in. In addition, the elevator tower on the parking structure would be a maximum of 40 ft in height, although the remainder of the parking structure would be less than 30 ft in height. Compliance with the zoning code height limitations is infeasible, based on the design parameters required for construction of the performing arts building and two-story parking structure.		
13. Distance between main buildings (ft)	10	10
In Conformance. Preliminary site plans indicate a minimum of 10 ft between structures.		

Special Requirements

1. Trash enclosures shall be prohibited from all yards exclusive of the rear yard and shall maintain all required setbacks and shall be screened from public view by decorative block wall.

In Conformance. Review of preliminary site design shows that trash enclosures would be provided in the rear yard and screened from public view by decorative block wall.

2. In all residential zones, required front, rear, and side yards shall be landscaped and shall consist predominantly of plant materials except for necessary walk, drives, and fences. Said required yards shall not be used for the parking or storage of motor vehicles under 6,000 pounds or vehicle accessories such as camper shells, trailers, or other wheeled accessories except that motor vehicles may be parked upon the required paved driveway access to the garage structure for a period not to exceed 72 consecutive hours. Motor vehicles weighing 6,000 pounds or more shall be prohibited form parking upon said required paved driveway.

   In Conformance. Proposed conceptual site plans include perimeter landscaping that would consist primarily of plant materials except for necessary walk, drives, and fences. Parking and storage of motor vehicles would be limited to the paved surface lot and parking garage.

4. All required landscaping shall be permanently maintained in a neat and orderly condition.

   In Conformance. Proposed school operations would include regular maintenance of landscaping.

6. Notwithstanding the minimum lot sizes provided for in the R-2 and R-3 Zones, no lot in the R-2 or R-3 Zones shall be divided or subdivided so as to reduce the area thereof.

   In Conformance. The proposed project would not divide or subdivide any lots.

13. Residential structures shall have a roof constructed with a nonreflective material including shingles, wood shake, asphalt dimensional shingles, clay or concrete tile, or other similar roofing material. No reflective, glossy, or polished and/or roll-formed-type metal roofing is permitted. In the R-1, R-2, and R-3 Residential Zones, roofing material for new single-family residences, major exterior remodels, or residential additions of more than 25% of the gross floor area shall be clay tile, concrete tile, synthetic tile, or equivalent. This standard can be modified by the procedure described in subsection b15 below.

    In Conformance. Review of preliminary site design shows that proposed roofs would not include reflective, glossy, or polished and/or roll-formed-type metal roofing.

14. Residential structures shall have an exterior siding of brick, stucco, wood, masonry, concrete, or other similar material. Aluminum or fiberglass siding or reflective, glossy, polished, and/or roll-formed-type metal siding are not permitted. In the R-1, R-2, and R-3 Residential Zones, exterior siding for new single-family residences, major exterior remodels, or residential additions of more than 25% of the gross floor area shall be

predominantly of stucco, masonry, or equivalent. This standard can be modified by the procedure described in subsection b15 below. The exterior siding material shall extend to the ground, except that when a solid, concrete, or masonry perimeter foundation is used, the exterior material need not extend below the top of the foundation.

In Conformance. Review of preliminary site design shows that proposed exterior siding would not include aluminum or fiberglass siding or reflective, glossy, polished, and/or roll-formed-type metal siding.

City of Lynwood General Plan

The City of Lynwood General Plan is the fundamental planning policy document of the City, providing a "blueprint" for the identification of the location of land uses, as well as the basic design and function of housing, open space, and infrastructure policies, as well as public service needs. This section provides a list of goals and policies described in the City General Plan that are applicable to the proposed project. An analysis of the proposed project's conformance with these goals and policies follows immediately after each goal and policy is stated.

Land Use Element

The Land Use Element has the broadest scope of any of the mandated General Plan elements. The Land Use Element designates the distribution, location, and extent of the various land uses considered in the General Plan. City Concept Goals 2 and 3, Land Use Goal 6, and Land Use Policies 1, 2 and 4 through 7 were reviewed and deemed not relevant to the proposed project. Therefore, these goals and policies are not discussed in this section.

City Concept Goals

1. Foster the building of a new image for Lynwood and create the potential for a high quality of life for City residents.

   In Conformance. The proposed project would provide capacity for existing overcrowding at public schools, and it would provide the ability to accommodate enrollment demand from currently enrolled students in middle school and elementary school as they reach high-school age. The adequacy of school facilities would contribute to quality of life for City residents.

Land Use Goals

1. Provide a balanced and functional mix of land uses, which takes advantage of the unique position of Lynwood in relation to the region.

   Not in Conformance. The proposed project would meet the need for schools within the community, contributing to the balance of land use needs within the area. However,

limited vacant land exists within in City, and therefore conflicting land use demands are placed upon parcels within the City. Although the need for schools would be addressed, project development would worsen the existing shortage in parkland within the City and remove housing units in the City.

2. Initiate a process for integrating all the components of citywide planning into a community- or neighborhood-based effort.

   In Conformance. The proposed project conducted several public meetings to obtain public input on the school facilities planning process (refer to section 1.3 for a discussion of the public involvement process).

3. Preserve the stable, single-family character of Lynwood's residential communities.

   In Conformance. The proposed school would serve City residents. However, it would result in the removal of 47 dwelling units, including a number of single-family units. Removal of these residences, however, would not alter the overall single-family character of the area. In addition, adequate schools are a necessary component of a stable residential community.

4. Plan for new patterns of land uses which complement the overall character of existing uses and which offer opportunities for the compatible development of vacant and underutilized parcels.

   In Conformance. No vacant or underutilized parcels would be developed as part of the proposed project, although the proposed school would complement and would serve adjacent residential uses.

5. Promote land uses that both capitalize on the opportunities and mitigate the negative impacts of the City's adjacency to major transportation systems.

   In Conformance. The proposed project is located along Martin Luther King Jr. Blvd and several blocks west of Atlantic Blvd. Both of these streets are major transportation routes within the City. In addition, the site is several blocks from both the Long Beach and Century freeways.

Land Use Policies

1. Ensure that residential neighborhoods are protected from the encroachment of incompatible activities or land uses that may have a negative impact on the residential environment.

   In Conformance. The proposed school would be compatible with adjacent residential uses. Impacts from school activities, including traffic, noise, and air quality, would be

less than significant and would therefore not result in substantial negative impacts on the residential environment.

2. Insure the balanced development of land uses north and south of the Century Freeway to reduce the risk of a stratified City image and to mitigate the potential negative impacts of the freeway.

   In Conformance. The project is proposed north of the freeway. It would not induce additional land use development north of the freeway such that a "stratified City image" would result.

3. Support, as appropriate, the expansion of the Civic Center Complex, Lindbergh Park, and schools. This support may include, but is not limited to, identification of expansion sites; expediting plan approvals, permits, and inspections; and close coordination with school district officials.

   In Conformance. The proposed project would expand school facilities, in conformance with this policy.

Circulation Element

The Circulation Element was reviewed for goals and policies that would be applicable to the proposed project. The Circulation Element includes goals and policies that address the citywide transportation system. The proposed project would result in localized impacts immediately surrounding the project site that would be less than significant (refer to section 3.13 [Traffic and Circulation] for detail). No Goals and Policies are provided in the Circulation Element that would be applicable to the proposed project.

Noise Element

Goals and Policies provided in the Noise Element are listed below, along with proposed project conformity with these standards. Policies 2 and 3 were reviewed and deemed not relevant to the proposed project. Therefore, these policies are not discussed in this section.

Noise Goals

1. Prevent and mitigate the adverse impacts of noise from internal and external sources on Lynwood residents.

   In Conformance. Impacts from proposed school operations would result in less-than-significant noise impacts on Lynwood residents. Typical noise levels would not exceed 74 dBA. This would be comparable with the existing noise environment.

Noise Policies

1. Minimize the impact of traffic-generated noise on residential and other noise-sensitive uses through buffering and modifications to circulation patterns.

   In Conformance. Impacts from traffic-generated noise resulting from the proposed project would be less than significant. The proposed project would include design features to minimize noise created by existing traffic along Martin Luther King Jr. Blvd. and the Long Beach and Century Freeways.

Open Space and Conservation Element

Goals and Policies provided in the Open Space and Conservation Element are listed below, along with proposed project conformity with these standards. This element incorporates the required components of both the open space and conservation elements. The issues analyzed include air quality, groundwater, open space, parks, and recreation. Goals 2 and 3 and Policies 2 and 4 through 9 were reviewed and deemed not relevant to the proposed project. Therefore, these goals and policies are not discussed in this section.

The proposed project would result in the conversion of park uses to school facilities. The proposed design of the school includes structures that would be dedicated to City functions, as well as a tot lot and other open space areas. These uses would be available at all times to the City and are proposed on the portion of the site that is immediately south of the proposed parking structure. As discussed in mitigation measure REC-2, the District proposes to enter into a Joint Use Agreement with the City in order to allow dual use of facilities for the school and for public purposes.

Open Space Goals

1. Place open space and expanded recreational opportunities as priorities in neighborhood-based planning.

   Not in Conformance. The District has placed recreational opportunities as a high priority, and, has, therefore, designed the school to accommodate joint uses with the City's recreational department. The proposed project design includes facilities that would be dedicated to City uses and would be available at all times. The school would permit use of the school recreational facilities during non-school hours. However, despite design priorities, the proposed project would result in the loss of parkland. This loss of parkland would result in the project not being in substantial conformity with this goal.

Open Space Policies

1. Promote the concept of neighborhood parks and establish as a priority for public funding the acquisition and development of neighborhood recreational and park facilities in areas where there is a current shortage of parks.

   Not in Conformance. Loss of Ham Park would conflict with the promotion of neighborhood parks and development of neighborhood recreational and park facilities.

2. Consider the feasibility of the joint use of schoolyards and church lands as parks and recreational facilities.

   In Conformance. The project proposes a Joint Use Agreement with the City to permit use of the high school recreational facilities with City residents.

Safety Element

Goals and Policies provided in the Safety Element are listed below, along with proposed project conformity with these standards. The Safety Element identifies hazards and potential disasters, and provides ways to reduce the risk of property damage, injury, and loss of life associated with living in a densely developed urban environment such as Lynwood. Goal 2 and Policies 1, 6 and 8 were reviewed and deemed not relevant to the proposed project. Therefore, these goals and policies are not discussed in this section.

Safety Goals

1. Develop procedures for reducing loss of life, injury, damage to property, and economic and social dislocation resulting from flooding and other natural disasters.

   In Conformance. Proposed structures and parking would be sited within an area of ponding during a 100-year flood. Ponding to a depth of 1 to 3 feet could occur during a 100-year flood at portions of the project site located along Martin Luther King, Jr. Blvd. In conformance with mitigation HYD-3, school siting and design would minimize impacts from flooding. In addition, the site is located within a seismically active area. Ground shaking associated with a major seismic event would expose persons and property to potential hazards. In conformance with mitigation GEO-2, adherence to recommendations presented in a project-specific geotechnical investigation and applicable building codes would mitigate the potential for damage to structures and safety risks to building occupants. Measures HYD-3 and GEO-2 would reduce loss of life, injury, and damage to property from flooding.

Safety Policies

2. Enhance emergency preparedness through community education and self-help programs, and prevent serious damage and injury through effective hazard mitigation.

   In Conformance. The District consultation with DTSC ensures that risks associated with hazardous materials would be reduced to less than significant.

3. Develop appropriate design guidelines and planning procedures for mitigating personal injuries and property damage during natural disasters.

   In Conformance. As discussed above under Goal 1, measures HYD-3 and GEO-2 would ensure appropriate design guidelines and planning procedures for mitigating personal injuries and property damage during natural disasters.

4. Take proactive approach to crime prevention by initiating youth programs, neighborhood watches, and lower response times for fire and police services.

   In Conformance. The Sheriff's Department in Lynwood average response time is three minutes for an emergency and eight to ten minutes for a non-emergency. An existing contract is in place between LASD and the District so that the District may employ sheriff deputies as school resources officers. Implementation of Mitigation Measure PS-1 would ensure that the District would engage as many deputies as are necessary to provide adequate police services at the proposed New High School.

5. Provide a pattern, scale, and design of land uses, which promote individual safety.

   In Conformance. The District Security Department would provide security services to the proposed New High School. The school would not include any features that would affect individual safety.

Housing Element

The Housing Element of the General Plan sets forth a plan for addressing the housing needs of the City of Lynwood over a five-year planning period, including accommodation of the City's "fair share" of projected regional housing need. The most recent Housing Element update, covering the period 2000–05, was adopted by the Lynwood City Council in 2001. Housing Element goals that are related to the proposed project are listed below, along with proposed project consistency with these goals. Conformance with specific goals indicates conformance with the associated policies. Goal 4, regarding energy-efficient housing, and Goal 5, regarding Housing Element implementation were reviewed and deemed not relevant, directly or indirectly, to the proposed project. Therefore, these goals are not discussed in this section.

Development of the proposed new high school does not include the construction of any new housing, but it will require the demolition of 47 dwelling units. Impacts associated with this action are discussed in detail in section 3.10 (Population and Housing). The Relocation Plan concluded that adequate vacant housing units (both rental and for-sale) exist to rehouse occupants of on-site structures within a 5-mile radius.

Housing Goals

1. The provision of decent and adequate housing for all existing residents, and for those who choose to become residents of Lynwood, regardless of age, sex, marital status, ethnic background, religion, income, or other arbitrary factors.

   In Conformance. The policies associated with this goal are related to production of new housing units, and are therefore not directly relevant to the project. The number of units that will be demolished as part of the project are within the scale of projected changes to the City's housing stock over the 2000-2005 period, as discussed in section 3.10 (Population and Housing), and will not impede achievement of this housing goal.

2. Improve the housing quality of the existing housing stock through housing rehabilitation assistance and enforcement procedures.

   In Conformance. The policies associated with this goal are related to removal or rehabilitation of substandard dwellings, and are therefore not directly relevant to the project. The units that will be demolished as part of the project are in various physical conditions, but their number is within the scale of projected changes to the City's housing stock over the 2000–05 period, as discussed in section 3.10 (Population and Housing), and will not impede achievement of this housing goal.

3. Assist in achieving housing affordability for all residents, as is reasonably and financially possible.

   In Conformance. The policies associated with this goal are related to public funding and incentives to the private sector to encourage the development of housing affordable to low- and moderate-income households, and are therefore not directly relevant to the project. The District is required by State law to provide relocation assistance (i.e., for moving expenses and housing cost differentials) to qualifying households, which is intended to reduce the impact on household incomes that is caused by relocating to another comparable dwelling in Lynwood or elsewhere, as discussed in section 3.10 (Population and Housing). The project will therefore not impede the City's ability to achieve this housing goal.

Economic Development Element

The Economic Development Element establishes the process, policies, and programs to be used to promote economic development within the City. The project proposes development of a school on land currently used for parks and residential uses. Therefore, proposed school development would not effect economic development within the City, and analysis of proposed project conformity with this element is not provided.

Community Design Element

The Community Design Element delineates specific design guidelines that aim to establish a City image that reflects it is history and present and future aspirations. The City's overall objective in this element is to preserve positive aspects of the City and eliminate aspects of the City image that are less desirable. Goals 2 and 3, in addition to Policies 1 through 5 were reviewed and deemed not applicable to the proposed project.

Community Design Goals

1. Encourage physical development that enhances the positive image of the City as a balanced residential community, indicative of its "All American City" status.

   In Conformance. The proposed project would provide capacity for existing overcrowding at public schools, and it would provide the ability to accommodate enrollment demand from currently enrolled students in middle school and elementary school as they reach high-school age. The adequacy of school facilities would contribute to the positive image of the City as a balanced residential community.

Design Guidelines

The design guidelines contained in the Community Design Element establish a framework aimed at improving the physical environment. The guidelines appear as a bulleted list in the Community Design Element. Relevant guidelines are provided below. Overall, preliminary design plans indicate that the proposed project would be **in conformance** with the design guidelines.

Compatibility

- Individual site planning should consider the planning of adjoining parcels to ensure visual and functional compatibility. Each site plan submitted for review shall illustrate compatibility with adjoining parcels in the areas of building configuration, building design, landscaping materials, parking, and access.

- Elements of building massing shall relate to the size and shape of adjacent buildings. Using similar sizes and shapes of massing elements can soften the contrast of large buildings mixed with small buildings.
- Roofs and rooflines should complement building proportions and be compatible with adjacent structures.
- Undesirable uses such as shipping, loading, storage areas, and auto repair bays should be hidden from the street by buildings and landscaping.
- Auxiliary structures such as trash enclosures, electrical transformers, kiosks, and storage buildings shall be located outside of front yard areas or adjacent to the sides of buildings.
- All utilities should be located underground.

Parking and Access

- Parking and access areas should be safe, well marked, and easily accessible but should not dominate the visual appearance of commercial areas.
- Where feasible, access to parking areas shall be from adjoining collector or local roadways rather than from primary, major, or secondary arterial roadways.
- Parking areas shall not be located on corner lots.
- Parking and service areas should facilitate the convenient and safe maneuvering of vehicles. Dead-end aisles and inadequate turning radii should be avoided.
- Parking areas should be screened by earthmounding, landscaping, and/or low decorative walls.
- Parking areas shall be designed so that storm and surface water do not become concentrated across sidewalks.
- Decorative paving, such as stamped and colored concrete, should be encouraged, particularly for pedestrian paths in parking areas to provide visual relief from large areas of asphalt.

Landscaping

- Minimum landscape improvements should be required for each new development. However, landscape specifications should be flexible enough to ensure that plantings are consistent with the size and scale of development. The use of drought-tolerant landscaping materials is encouraged.
- Existing trees should be maintained where feasible. New development should be required to either preserve existing trees or replace trees that must be destroyed with equivalent new landscaping.

- Front setback areas should be landscaped with a combination of trees, shrubs, and ground cover that help to soften the appearance of on-site structures and define pedestrian paths.
- Landscaping in uncovered, street-level parking areas shall, at a minimum, include one tree per every three parking spaces. The trees shall be evenly distributed throughout the parking area. Tree sizes should be consistent with the scale of parking area and should screen and shade the parking area.
- All landscaped areas shall be regularly maintained and watered by an automatic irrigation system.
- Building signage should be integrated into the building façade design and/or landscape design rather than placed on the tops of buildings or extended horizontally from the building façade. The construction of new billboards, freestanding pole signs, and roof signs shall be prohibited. However, building identification or corporate insignia signs shall be allowed.
- Flashing, blinking, rotating, animated neon signs, or exposed tubing signs shall be prohibited. Appropriate illumination levels shall be maintained in all signage.
- All signs should be placed so that they do not adversely impact views or adjacent residences.

Colors and Materials

- Colors used should be consistent with the architectural characteristics of the node or district within which the building is located.
- Earth tones with complementary accents in muted shades of reds, blues, greens, grays, and yellows should be encouraged. Monochromatic color schemes should be avoided.
- Excessive use of smooth surface materials such as metal, plastic, and glass should be discouraged or offset by overhangs or architectural projections.

Projections

- The use of architectural treatments such as projections and recesses should enhance commercial building façades by providing variety and relief to long, linear building frontages.
- Building entrances and windows should be enhanced by canopies, balconies, or other architectural details that complement the building design.
- Buildings should provide weather protective overhangs at outdoor pedestrian areas and at building entrances.

Lighting

- Lighting shall be integrated architecturally throughout each new project to enhance security, surveillance, and identification for both pedestrians and motorists.
- Lighting intended to aid pedestrians should be provided at a pedestrian scale and mounted on overhangs, walls, or poles at a level that meets the needs of pedestrians.

3.8.3 Thresholds of Significance

Under CEQA, a project may be considered to have a significant environmental effect if it resulted in any of the following conditions:

- Physical division of an established community
- Conflict with any applicable land use plan, policy, or regulation or an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect

3.8.4 Project Impacts

Significant Impacts

Impact LU-1: The design of the proposed project would not be in conformance with selected goals and policies in the City Zoning Code and General Plan related to (1) building setbacks, (2) building heights, and (3) loss of parkland.

School facilities are a conditionally permitted use within zoning designations R1 and R2. The proposed project would be in conformance with most standards, goals, and policies in the City Zoning Code and General Plan. However, inconsistencies would result with specified zoning code regulations and goals and policies in the General Plan. Inconsistencies between the proposed project and both the Zoning Code and City General Plan are described in detail in section 3.8.3 above.

Inconsistencies would occur with the Zoning Code General Requirements 5, 7, 8, and 10 related to setbacks and height requirements. The proposed project would include setbacks of 10 feet in the front and rear yards, where the zoning code requires 20 feet (General Requirements 5 and 8). In addition, the sideyards on Duncan and Walnut would be 0 feet, where the zoning code requires 10 feet (General Requirement 7). The proposed project would exceed the 35-foot height limit on portions of two structures: the performing arts building and the parking structure (General Requirement 10). The performing arts building includes a fly loft that is proposed at 48 feet, 2 inches. In addition, the elevator tower on the parking structure would be a maximum of 40 feet in height, although the remainder of the parking structure would be less

than 30 feet in height. The project would be in compliance with all design standards of the State Architect.

Inconsistencies would occur between the project and the goals and policies in the General Plan Open Space and Conservation element. Loss of City parkland would conflict with Open Space and Conservation Element Goal 1 and Policy 1. The proposed project would result in the loss of parkland in an area where there is a current shortage of parks.

Mitigation Measures

LU-1: The design of the proposed project shall comply with the requirements of the State Architect.

No mitigation measures are available to address impacts associated with zoning code and General Plan conformity. Impacts on land use would be ***significant and unavoidable***.

Less-than-Significant Impacts

The proposed development of a high school would result in the acquisition of 27 residential properties that are occupied by 47 dwelling units and reconfiguration of an existing park. The proposed project, on 14.8 acres, would generally replace the existing landscaped recreational space, would not require modification of circulation patterns, and would not physically divide the established community of Lynwood.

Proposed high school development would require acquisition by the District of the alleyway extending east from Duncan Road. The District may acquire the alleyway through a street vacation or eminent domain.

3.8.5 Cumulative Impacts

The cumulative impact analysis considers development of the proposed project, in conjunction with three new elementary schools, a new middle school, expansion of Agnes and Lugo Elementary Schools, replacement of temporary classrooms with permanent structures at other existing schools, and renovation of existing schools, combined with development in the City of Lynwood and the adjacent communities.

The proposed project would result in land use impacts due to inconsistencies between the proposed project and goals and policies in the Lynwood City Zoning Code and General Plan, including setbacks and height limitations and loss of parkland. Development of related projects is anticipated to generally conform to the requirements of the City of Lynwood and the adjacent jurisdictions. Development of new schools may result in an increase in open space at selected locations within the City. School projects proposed by the LUSD are anticipated to be in substantial conformance with the Lynwood City Zoning Code, however some specific zoning

requirements, including height and setbacks, may be exceeded at some locations. All projects would be built in accordance with the standards of the State Architect. The proposed project, in conjunction with development of the related projects could result in ***significant and unavoidable*** cumulative land use impacts related to inconsistencies with the City Zoning Code.

3. Approve and instruct the Chair to sign the Three Party Agreement Re Ham Park with Joint Escrow Instructions (Agreement) (Attachment C), and upon presentation, the deed releasing the County's park use restriction and reversionary interest in Ham Park, after approval as to form by County Counsel.

4. Authorize the Chief Administrative Officer to take all other actions necessary to consummate the transaction contemplated by the Agreement, including approvals related to the City's acquisition and construction of a substitute park, transfer of the County's park use restriction and reversionary interest to the substitute park, and release of funds from escrow.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of this action is to release the County's park use restriction and reversionary interest from Ham Park, allowing the City to transfer Ham Park to the District for the development of a new high school. In exchange for the County's release of its park use restriction and reversionary interest, the City agrees to place a similar park use restriction on replacement property which the City will acquire and develop as a comparable, city-owned park, with a reversionary interest in favor of the County should the substitute park not be used for public park purposes.

Implementation of the Agreement is conditioned upon the State's allocation of approximately $35.9 million to be paid to the City for the acquisition and construction of the substitute park. Approximately $4.0 million of the State's allocation will be reserved in escrow to compensate the County for its reversionary interest, should the City fail to acquire the necessary property and construct the substitute park.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Countywide Strategic Plan directs that we provide quality services that are beneficial and responsive (Goal 1). The transfer of a park use restriction and reversionary interest between properties of substantially equal characteristics and value will provide the City and the District the opportunity to develop a new high school and a new public park which will fulfill public needs consistent with the County's stated goal.

FISCAL IMPACT/FINANCING

There is no fiscal impact since this involves a transfer of a park use restriction and reversionary interest between properties of substantially equal characteristics and value. Should the City fail to acquire and construct a substitute park as required by the Agreement, the County will be entitled to the fair market value of the Ham Park property, which is approximately $4.0 million, to fund public park purposes.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

In May of 1953 the County transferred ownership of the approximately 10-acre Ham Park (at that time known as Lugo Park) to the City in exchange for the City's agreement to maintain the property as a city public park in perpetuity. Ham Park presently has approximately 8.1 acres of open space, including 3.9 acres of playfields and one basketball court.

The District now seeks to construct a 1,600-student high school on approximately 14.8 acres of land, which includes Ham Park. The State is providing separate funding for the District's construction of the new high school. The proposed campus will include a 16,000 square foot gymnasium, an 11,000 square foot lecture/debate/performance hall, a 34,000 square foot area for community/city functions, an 11,000 square foot library and 8.1 acres of open space, with 5.2 acres of playfields for joint community and school use and five basketball courts. The Abbott Residence, built in 1889, and located within Ham Park, will be relocated to another part of the high school site.

The City has identified approximately 10 acres for a substitute park located south of the Century Freeway (Interstate 105) along the east and west side of Atlantic Avenue. The site includes 41 separately owned residential and commercial properties which the City will need to acquire to construct the substitute park. Upon the completion of construction, the substitute park will be owned and operated by the City. Based upon a limited scope summary appraisal report prepared on behalf of the District by Lea Associates, the District is requesting that the State allocate approximately $35.9 million for the acquisition and construction of the substitute park. The State will consider this request on September 24, 2003.

Escrow Agreement

The Agreement is structured to permit the District to move forward with the construction of the new high school immediately, based upon its expressed urgent need, with the development of the substitute park to proceed concurrently. The Agreement provides that the District will, upon its receipt, transfer the State's allocation of $35.9 million to the City for the sole purpose of funding the acquisition and construction costs of a substitute park with substantially the same characteristics and value as Ham Park.

Upon the close of escrow, the County will be required to transfer its park use restriction and reversionary interest in Ham Park to the City in exchange for the City's agreement to impose a similar use restriction and reversionary interest on the substitute park property. The County's transfer of its reversionary interest to the City will extinguish its reversionary interest in Ham Park. The City will then transfer Ham Park to the District for the construction of the new high school.

Pursuant to the Agreement, approximately $4.0 million of the State allocation paid to the City, which represents the fair market value of the Ham Park property, will be retained in escrow after the transfer of Ham Park to the District until such time as the City has acquired all necessary parcels for the substitute park and awarded the contracts for construction of the park improvements. Upon completion of the substitute park, the Agreement requires that the City impose a restrictive covenant on the property imposing the County's park use restriction and reversionary interest on the substitute park.

In the event the City fails to acquire the property necessary for the substitute park within three years of the date of execution of the Agreement, the County will be entitled to withdraw the $4.0 million retention as compensation for its reversionary interest. The County is required under State law to use those funds for public park purposes. Any part of the State allocation that the City does not use to acquire and construct the substitute park, or to compensate the County for its reversionary interest, must be refunded to the State.

As a condition of the Agreement, the District and the City have agreed to amend their existing joint use agreement to ensure that during the construction of the substitute park, the City may utilize District facilities to continue those recreation programs and services currently utilizing Ham Park.

The City approved the Agreement on September 2, 2003 and the District will consider this matter on September 9, 2003. Your Board's approval of the Agreement is required prior to the State Allocation Board's consideration on September 24, 2003, of the District's application for financing of the acquisition and construction of the substitute park, or the District may be ineligible for this State funding.

Transfer of this park use restriction and reversionary interest is in compliance with Section 25550.7 of the California Government Code, which allows release of a public park restriction in exchange for a similar restriction being placed on a replacement property.

County Counsel has reviewed all documents related to the transfer and has approved them as to form.

ENVIRONMENTAL DOCUMENTATION

The District, in its role as lead agency in matters pertaining to compliance with the California Environmental Quality Act (CEQA), has certified the EIR (Exhibit A) and adopted certain findings (Exhibit B) with respect to the environmental effects of the proposed project (the development of the new high school). In its role as a responsible agency, your Board must independently consider the environmental document prepared by the lead agency and reach your own conclusions regarding the environmental effects of the proposed project. After having done so, it is recommended that your Board determine that the EIR and environmental findings adequately address the environmental impacts of the proposed project, and adopt by reference the environmental findings previously adopted by the District in connection with its certification of the EIR. The City's preparation of appropriate CEQA documentation for the acquisition and construction of the substitute park, will be funded through the State allocation.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The transaction contemplated by the Agreement will have a beneficial impact on services because it will allow the District to construct a new high school and the City to develop a new and improved park, which will be subject to the County's park use restriction and reversionary interest.

CONCLUSION

It is requested that the Executive Officer, Board of Supervisors, return two original copies of the executed Agreement and two certified copies of the Minute Order, and the adopted, stamped Board letter to the CAO Real Estate Division at 222 South Hill Street, 3rd Floor, Los Angeles, CA 90012 for further processing.

Respectfully submitted,

DAVID E. JANSSEN
Chief Administrative Officer

DEJ:CWW
CB:CK:cc

Attachments (3)

c: County Counsel
Auditor-Controller
Department of Parks & Recreation

ATTACHMENT A

FINAL ENVIRONMENTAL IMPACT REPORT
AS PREPARED BY
LYNWOOD UNIFIED SCHOOL DISTRICT

FINAL

ENVIRONMENTAL IMPACT REPORT

SCH NO. 2001051139

LYNWOOD UNIFIED SCHOOL DISTRICT

PROPOSED NEW HIGH SCHOOL

MARCH 2002

Prepared for
Lynwood Unified School District

Prepared by
EIP Associates

FINAL

ENVIRONMENTAL IMPACT REPORT

SCH NO. 2001051139

LYNWOOD UNIFIED SCHOOL DISTRICT

PROPOSED NEW HIGH SCHOOL

MARCH 2002

Prepared for
Lynwood Unified School District

Prepared by
EIP Associates

CONTENTS

Part 1: Draft Environmental Impact Report

1.0 Introduction 1-1
- 1.1 Project Overview and Environmental Setting 1-1
- 1.2 Purpose and Use of the Environmental Impact Report 1-1
- 1.3 Scope of Environmental Impact Report 1-2
- 1.4 EIR Process 1-3
- 1.5 EIR Contents 1-5
  - 1.5.1 Document Organization 1-5
  - 1.5.2 Impacts Found to be Less than Significant in Initial Study 1-6
- 1.6 Areas of Controversy and Issues to Be Resolved 1-7

2.0 Project Description 2-1
- 2.1 Project Location 2-1
- 2.2 Project Site Characteristics 2-1
- 2.3 Project Need 2-7
- 2.4 Project Objectives 2-7
- 2.5 Proposed Project Characteristics 2-8
  - 2.5.1 Construction Activities 2-11
  - 2.5.2 Intended Uses of this EIR 2-11
- 2.6 Cumulative Context 2-11
  - 2.6.1 Lynwood Unified School District Facilities Master Plan 2-12
  - 2.6.2 Cumulative Regional Context 2-20

3.0 Environmental Analysis 3.1-1
- 3.1 Aesthetics 3.1-1
  - 3.1.1 Existing Conditions 3.1-1
  - 3.1.2 Regulatory Framework 3.1-2
  - 3.1.3 Thresholds of Significance 3.1-4
  - 3.1.4 Project Impacts 3.1-4
  - 3.1.5 Cumulative Impacts 3.1-6
- 3.2 Air Quality 3.2-1
  - 3.2.1 Existing Conditions 3.2-1
  - 3.2.2 Regulatory Framework 3.2-5
  - 3.2.3 Thresholds of Significance 3.2-7
  - 3.2.4 Project Impacts 3.2-8
  - 3.2.5 Cumulative Impacts 3.2-12
- 3.3 Biological Resources 3.3-1
  - 3.3.1 Existing Conditions 3.3-1
  - 3.3.2 Regulatory Framework 3.3-2
  - 3.3.3 Thresholds of Significance 3.3-2
  - 3.3.4 Project Impacts 3.3-3
  - 3.3.5 Cumulative Impacts 3.3-3
- 3.4 Cultural Resources 3.4-1
  - 3.4.1 Existing Conditions 3.4-1
  - 3.4.2 Regulatory Framework 3.4-5

3.4.3 Thresholds of Significance 3.4-6
3.4.4 Project Impacts 3.4-7
3.4.5 Cumulative Impacts 3.4-12
3.5 Geology and Soils 3.5-1
3.5.1 Existing Conditions 3.5-1
3.5.2 Regulatory Framework 3.5-8
3.5.3 Thresholds of Significance 3.5-9
3.5.4 Project Impacts 3.5-9
3.5.5 Cumulative Impacts 3.5-12
3.6 Hazards and Hazardous Materials 3.6-1
3.6.1 Existing Conditions 3.6-1
3.6.2 Regulatory Framework 3.6-6
3.6.3 Thresholds of Significance 3.6-8
3.6.4 Project Impacts 3.6-9
3.6.5 Cumulative Impacts 3.6-13
3.7 Hydrology and Water Quality 3.7-1
3.7.1 Existing Conditions 3.7-1
3.7.2 Regulatory Framework 3.7-2
3.7.3 Thresholds of Significance 3.7-6
3.7.4 Project Impacts 3.7-7
3.7.5 Cumulative Impacts 3.7-9
3.8 Land Use 3.8-1
3.8.1 Existing Conditions 3.8-1
3.8.2 Regulatory Framework 3.8-2
3.8.3 Thresholds of Significance 3.8-15
3.8.4 Project Impacts 3.8-15
3.8.5 Cumulative Impacts 3.8-16
3.9 Noise 3.9-1
3.9.1 Existing Conditions 3.9-1
3.9.2 Regulatory Framework 3.9-5
3.9.3 Thresholds of Significance 3.9-6
3.9.4 Project Impacts 3.9-7
3.9.5 Cumulative Impacts 3.9-10
3.10 Population and Housing 3.10-1
3.10.1 Existing Conditions 3.10-1
3.10.2 Regulatory Framework 3.10-9
3.10.3 Thresholds of Significance 3.10-9
3.10.4 Project Impacts 3.10-10
3.10.5 Cumulative Impacts 3.10-12
3.11 Public Services and Utilities 3.11-1
3.11.1 Existing Conditions 3.11-1
3.11.2 Regulatory Framework 3.11-4
3.11.3 Thresholds of Significance 3.11-4
3.11.4 Project Impacts 3.11-5
3.11.5 Cumulative Impacts 3.11-8
3.12 Recreation 3.12-1
3.12.1 Existing Conditions 3.12-1
3.12.2 Regulatory Framework 3.12-2

3.12.3 Thresholds of Significance 3.12-2
3.12.4 Project Impacts 3.12-2
3.12.5 Cumulative Impacts 3.12-5
3.13 Traffic and Circulation 3.13-1
3.13.1 Existing Conditions 3.13-1
3.13.2 Regulatory Framework 3.13-5
3.13.3 Thresholds of Significance 3.13-5
3.13.4 Impacts 3.13-5
3.13.5 Cumulative Impacts 3.13-13

4.0 Project Alternatives 4-1
4.1 Introduction 4-1
4.2 Project Objectives 4-1
4.3 Other Alternatives Considered 4-1
4.3.1 Expansion of Lynwood High School 4-1
4.3.2 Development at Various Sites in Lynwood 4-3
4.4 Alternatives to the Proposed Project 4-4
4.4.1 Alternative 1: No Project Alternative 4-4
4.4.2 Alternative 2: Ham Park Site Only 4-5
4.4.3 Alternative 3: Limited Development of Ham Park 4-10
4.4.4 Ham Park/Civic Center Alternative 4-16
4.5 Comparison of Impacts of the Alternatives 4-22
4.6 Environmentally Superior Alternative 4-23

5.0 CEQA-Required Sections 5-1
5.1 Growth-Inducing Impacts 5-1
5.2 Summary of Cumulative Impacts 5-2
5.3 Significant, Irreversible, Environmental Changes 5-2
5.4 Significant, Unavoidable Adverse Impacts 5-3

6.0 List of Preparers 6-1

7.0 References 7-1
7.1 Citations 7-1
7.2 Persons Consulted 7-3

Appendices
Appendix A Initial Study/Notice of Preparation and Comments
Appendix B Historical Resources Impact Assessment
Appendix C Air Quality Data
Appendix D Transportation Technical Report
Appendix E Proposed Joint Use Agreement
Appendix F Noise Data

Tables in Part 1

Table 1-1 Summary of Project Impacts and Mitigation Measures 1-8
Table 2-1 Summary of Project and Site Characteristics 2-8
Table 2-2 List of Related Projects 2-13
Table 3.2-1 Summary of Ambient Air Quality in the Project Vicinity 3.2-4
Table 3.2-2 Existing Localized Carbon Monoxide Concentrations 3.2-4
Table 3.2-3 Existing Project Site Daily Emissions 3.2-5
Table 3.2-4 Estimated Daily Construction Emissions 3.2-9
Table 3.2-5 Project Daily Operational Emissions 3.2-10
Table 3.2-6 Future Localized Carbon Monoxide Concentrations 3.2-11
Table 3.5-1 Regional Faults Affecting Lynwood 3.5-4
Table 3.5-2 Relationship Between Greatest Measure Intensity and Magnitude 3.5-5
Table 3.6-1 Facilities Identified within ¼ Mile of the Proposed Project Site by SCAQMD 3.6-6
Table 3.8-1 General Requirements for Residential Zones Parcels 3.8-3
Table 3.9-1 Typical Sound Levels Measured in the Environment and Industry 3.9-1
Table 3.9-2 Existing On-Site Noise Levels 3.9-3
Table 3.9-3 Typical Outdoor Construction Noise Levels 3.9-7
Table 3.10-1 Population Growth: City of Lynwood (1970–2000) 3.10-2
Table 3.10-2 Households in Lynwood and Los Angeles County (1990–2000) 3.10-3
Table 3.10-3 City of Lynwood Age Distribution in 2000 ..... 3.10-3
Table 3.10-4 Housing Stock in the City of Lynwood 3.10-4
Table 3.10-5 Total Housing Units: City of Lynwood (1990–2000) Defined by Units per Structure 3.10-4
Table 3.10-6 Residential Relocation Resources 3.10-5
Table 3.10-7 Estimated Number of Vacant Housing Units (Neighboring Cities) 3.10-6
Table 3.10-8 RHNA Needs by Income Category 3.10-7
Table 3.10-9 SCAG Population, Households, and Employment Forecast 3.10-7
Table 3.10-10 Housing Units by Income Category 3.10-9
Table 3.10-11 Comparison of Housing Needs and Available Housing in the Project Area 3.10-11
Table 3.12-1 Existing Park Facilities in Lynwood 3.12-1
Table 3.13-1 Relationship Between ICU Values and Levels of Service 3.13-4
Table 3.13-2 LOS Volumes/Capacity Values (Average Daily Trips—ADT) 3.13-4
Table 3.13-3 Existing Traffic Volumes 3.13-4
Table 3.13-4 Existing Intersection Levels of Service/ICU Values (A.m. Peak Hour) 3.13-4
Table 3.13-5 Comparison of Current and Project-Generated Traffic Volumes/ICU Values/LOS 3.13-7
Table 3.13-6 Parking Generation Requirements 3.13-12
Table 3.13-7 Comparison of Current and Project-Generated Traffic Volumes/ICU Values/LOS 3.13-14
Table 4-1 Comparison of the Impacts of the Alternatives 4-24

Figures in Part 1

Figure 2-1 Regional Map 2-2
Figure 2-2 Project Area 2-3
Figure 2-3 Project Vicinity Map 2-4
Figure 2-4 Project Site Existing Conditions Conceptual Drawing 2-6
Figure 2-5 Proposed New High School Site Plan 2-9
Figure 2-6 Related Projects 2-17
Figure 2-7 Study Locations for New and Expansion School Sites 2-19
Figure 3.5-1 Faults Map 3.5-3
Figure 3.9-1 Noise Measurement Locations 3.9-4
Figure 3.13-1 Project Traffic Study Intersections 3.13-2
Figure 3.13-2 Post-Project Turning Movements at Martin Luther King Jr. Blvd. & Wright Rd. 3.13-8

Part 2: Response to Comments

I. Introduction I-1
A. CEQA Requirements I-1
B. Public Review Process I-1
C. Contents and Organization of the Final EIR I-2
D. Use of the Final EIR I-2

II. Text Changes to the Draft EIR II-1
A. Format of Text Changes II-1
B. Text Changes II-1
C. Figure Changes II-6

III. Comments and Responses III-1
A. Overview III-1
B. Comments and Responses to Comments III-3
Letter from State of California Office of Planning and Research III-5
Responses to Letter from State of California Office of Planning and Research III-9
Letter from California Department of Transportation III-11
Responses to Letter from California Department of Transportation III-13
Letter from City of Lynwood III-15
Responses to Letter from City of Lynwood III-29
Letter from Luis and Petra Carcamo III-49
Responses to Letter from Luis and Petra Carcamo III-51
Letter from Gabriel Sandoval III-55
Responses to Letter from Gabriel Sandoval III-57

IV. Mitigation Monitoring Program IV-1
A. Introduction IV-1
Purpose IV-1
Responsibilities and Duties IV-1
B. List of Mitigation Measures IV-2

Tables in Part 2

Table III-1 List of Commentors III-1
Table III-2 Summary of Issues Raised in Comments III-2
Table IV-1 New High School Mitigation Monitoring Program IV-3

PART 1

DRAFT ENVIRONMENTAL IMPACT REPORT

1.0 INTRODUCTION

1.1 Project Overview and Environmental Setting

The subject of this Environmental Impact Report ("EIR") is the New High School project proposed by the Lynwood Unified School District ("the District" or "LUSD"). The project site is located in the eastern portion of Lynwood, and it is bounded by Martin Luther King Jr. Boulevard on the north, Duncan and Louise Avenues on the west, Cortland Avenue on the south, and Wright Road on the east. The proposed project consists of a high school facility situated on 14.8 acres that would ultimately accommodate approximately 1,600 high school students. For a detailed description of the proposed project, refer to Chapter 2.0 (Project Description) of this document.

The City of Lynwood is located within the southeastern portion of the Los Angeles metropolitan area, approximately ten miles south of downtown Los Angeles, and is bounded on the north by the City of South Gate, on the southeast by the City of Paramount, on the south and southwest by the City of Compton, on the west by the unincorporated County of Los Angeles area known as Willowbrook, and on the northwest by the City of Los Angeles area known as Watts. The area is immediately accessible from the north-south Long Beach Freeway (State Highway 710), the east-west Glenn M. Anderson Freeway (State Highway 105), and the east-west I-10 Interstate to the north.

The proposed project site is located in the eastern area of the City of Lynwood, slightly less than mile west of the 710 Freeway, and slightly greater than mile north of the 105 Freeway. The inverted L-shaped project site lies within an urbanized area bounded by Martin Luther King Boulevard on the north; Wright Road on the west; Courtland and Walnut Avenues on the south; and Louise and Duncan Avenues on the east.

1.2 Purpose and Use of the Environmental Impact Report

As described in the California Environmental Quality Act ("CEQA") Statute §21002.1: "The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided."

This EIR has been prepared in accordance with CEQA and the State CEQA Guidelines. Pursuant to CEQA, the District, as the "lead agency" for the proposed project, has determined that the proposed project may have a significant effect on the environment.

This Draft EIR (DEIR) is intended to inform the public of the environmental setting, potential project-specific and cumulative environmental impacts of the proposed project, and mitigation measures. This DEIR has also been prepared to inform decision-makers of the environmental consequences of implementation of the project, including all of the approvals that may be needed to construct or implement the project, whether or not such actions are explicitly listed in the EIR. The District School Board would use this EIR in its consideration of whether or not to certify the EIR, approve the project, and adopt a Mitigation Monitoring Program (MMP). Other agencies that may review and comment on this EIR and may consider this EIR in review of project permits or other actions may include, but are not limited to, the City of Lynwood, Department of Toxic Substances Control, California Department of Education, and the California State Allocation Board. Other agencies reviewing the document may include, but may not be limited to, Los Angeles Regional Water Quality Control Board, South Coast Air Quality Management District, and State Office of Historic Preservation.

1.3 Scope of Environmental Impact Report

In accordance with Public Resources Code §21002.1, the purpose of this EIR is to address the potential environmental impacts resulting from the construction and operation of the proposed New High School, identify mitigation measures to reduce significant environmental impacts, and identify and evaluate alternatives that could reduce or avoid the significant effects. The EIR process provides an opportunity for the public to review and comment upon the potential environmental effects and further inform the environmental analysis. The District must respond to each significant environmental issues identified during the public review process.

The District and the City implemented a public involvement process prior to preparation of this EIR referred to as the "scoping process." The public involvement process included a total of eight community meetings, beginning in May 2000. The District prepared a preliminary feasibility and planning study, called the Facilities Master Plan, which was made public in April 2000. A public meeting to discuss the Facilities Master Plan was held on June 6, 2000. No members of the public or responsible agencies appeared or submitted documents at these meetings.

The Facilities Master Plan was approved by the Lynwood Board of Education on June 27, 2000 as a framework for future planning of new construction and expansion projects within the District. No comments on the Facilities Master Plan were received.

On December 5, 2000, a meeting was held for the homeowners affected by the Proposed New High School; approximately 14 of the 27 homeowners were in attendance.

The City sponsored a public meeting that was held on March 21, 2001, to discuss potential future projects to address the needs identified in the Facility Master Plan, including the proposed

project. Notice of this meeting was published in the Lynwood Journal. In addition, notification of the meeting was sent to City residents via direct mail advertisement. Approximately 1,000 persons were in attendance.

Subsequently, four public meetings were held within the community to discuss District facilities expansion during May 2001 (on May 9, 11, 16, and 18). Each of these meetings was advertised in one of two local newspapers: The Lynwood Journal and The Lynwood Press. Additionally, the District distributed about 16,000 flyers through the existing student population for the May meetings. Approximately 15 to 20 persons attended each of these meetings.

The District prepared an Initial Study (IS) for the proposed project and determined that the proposed project may have a significant effect on the environment. The District determined that an EIR should be prepared to analyze the potential impacts associated with approval and implementation of the proposed New High School project. On May 25, 2001, the District distributed a Notice of Preparation (NOP) to local and regional responsible agencies and other interested parties. Notice of Preparation of an Environmental Impact Report was published in the Lynwood Journal on June 6, 2001. A copy of the NOP, and the responses received during the 30-day public review period, are contained in Appendix A of this document.

A meeting between the City of Lynwood and the District was held pursuant to CEQA Guidelines Section 15082(c) on September 13, 2001. Those in attendance at the meeting included the District Superintendent, District Board Members, District consultants, the City Mayor, City Manager, and representatives from a number of City departments. This meeting was requested by the City and held in order to assist the lead agency in determining the scope and content of the EIR.

Comments received during the public involvement process and the IS/NOP scoping period have been considered in the preparation of this EIR. Based on the IS and comments received, this EIR evaluates the following environmental issues: aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems. The IS determined that the project would result in no impacts related to agricultural resources and mineral resources; therefore, those issues are not addressed in this DEIR (see sections II and X of the Initial Study included in Appendix A of this EIR).

1.4 EIR Process

As noted above, an NOP for the proposed project was published on May 25, 2001, which began a 30-day review period during which public and agency comments were considered in the preparation of the DEIR. The 30-day review period ended on June 25, 2001. This DEIR was

prepared by consultants retained by the District and by District staff, subject to the independent review and judgment of the District.

This DEIR is being circulated for a 45-day period for review and comment by the public and other interested parties, agencies, and organizations. During the review period, copies of the DEIR will be available for review at the Lynwood City Library and the District offices. This DEIR and the documents referenced in this report will also be available for review during normal business hours at the District offices (at the address below).

Lynwood Unified School District
11321 Bullis Road
Lynwood, CA 90262

Lynwood City Library
11320 Bullis Rd.
Lynwood, CA 90262

Written comments on the EIR should be addressed to:

Bertha del Rivero, Public Information Officer
Lynwood Unified School District
11321 Bullis Road
Lynwood, CA 90262

Following the close of the written public comment period, responses to written and recorded oral comments on the environmental effects of the project will be prepared and published. A Final EIR (comprised of this Draft EIR, comments on the Draft EIR, and written responses to those comments) and the Mitigation Monitoring Program, which describes the process to ensure implementation of mitigation measures, will then be considered by the District in a public meeting.

The District will review and consider the Final EIR (FEIR) prior to any decision to approve, revise, or reject the proposed project. Approval of the proposed project will be accompanied by written adoption of findings and a statement of overriding considerations for each significant unavoidable environmental effect identified in the FEIR. In addition, the District must also consider a Mitigation Monitoring Program, which will describe the process to ensure implementation of the mitigation measures that have been incorporated into the approved project to reduce or avoid significant effects on the environment. This monitoring or reporting program would ensure CEQA compliance during project implementation.

1.5 EIR Contents

1.5.1 Document Organization

This EIR describes the existing environmental resources on the project site and in the vicinity of the project site, analyzes potential impacts on those resources due to the proposed project, and identifies mitigation measures that could avoid or reduce the magnitude of those significant impacts. The topical areas addressed in this EIR include aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems. The scope of the document includes a description of the physical environment that would be affected by implementation of the proposed project, an evaluation of the effects of the project on those conditions, and an identification of the measures that would reduce project-related impacts.

In addition to project-specific impacts, Chapter 3.0 (Environmental Analysis) also provides an evaluation of cumulative impacts, that is, those impacts created as a result of the proposed project together with other probable future projects or planned growth in the region causing related impacts.

Section 15126.6 of the CEQA Guidelines requires an evaluation of a reasonable range of alternatives to the proposed project. The Alternatives are evaluated in detail in Chapter 4.0 (Alternatives).

Section 15126.2(d) of the CEQA Guidelines also requires an analysis of growth-inducing impacts, which are environmental impacts that could result in additional growth, beyond that directly caused by the project, as induced by the proposed project either through removing an obstacle to development or by generating substantial increased growth of the local or regional economy. Potential growth-inducing impacts resulting from implementation of the proposed project are analyzed in section 5.1 (Growth-Inducing Impacts).

This EIR is organized into seven chapters, as described below.

- *Chapter 1.0 Introduction*—Provides an introduction and overview describing the intended use of the EIR and the review and certification process; the Introduction also provides a summary of the environmental impacts that would result from implementation of the proposed project, describes proposed mitigation measures, and indicates the level of significance of impacts after mitigation.
- *Chapter 2.0 Project Description*—Provides a detailed description of the proposed project, including its location, background information, major objectives, and technical characteristics, and a discussion of related projects, including a list of the related projects that were identified as relevant to the cumulative analysis.

- *Chapter 3.0 Environmental Analysis*—Contains a description of the environmental setting and an analysis of the potential impacts of the proposed project for specific environmental issue areas. The subsection for each environmental issue contains a description of the setting of the project site, identifies potential project-specific and cumulative impacts, and recommends mitigation measures to reduce significant impacts to the extent feasible. The introductory paragraph at the beginning of each section provides an overview of the scope of the impact analysis, including identification of which issues were determined to be less than significant in the IS prepared for the proposed project.
- *Chapter 4.0 Alternatives*—Describes feasible alternatives to the proposed project that could reduce or avoid significant affects, provides a comparison of the impacts of the alternatives, and identifies the environmentally superior alternative(s).
- *Chapter 5.0 Other CEQA Considerations*—Provides analysis, as required by CEQA, regarding impacts that would result from the proposed project, including growth-inducing impacts, cumulative impacts, significant irreversible changes to the environment, and significant unavoidable adverse impacts.
- *Chapter 6.0 Organizations and Persons Consulted/List of EIR Preparers*—Lists report authors by section, District staff, and others providing technical assistance in the preparation and review of the EIR.
- *Chapter 7.0 References*—Provides bibliographic information for all references and resources cited.
- *Appendices*—Includes technical appendices to the EIR
  - A. Initial Study/Notice of Preparation and Comments
  - B. Cultural Resources Technical Report
  - C. Air Quality Data
  - D. Transportation Technical Report
  - E. Proposed Joint Use Agreement
  - F. Noise Calculations

1.5.2 Impacts Found to be Less than Significant in Initial Study

The Initial Study determined that no impacts would result from the proposed project on two resources: agricultural resources and mineral resources (refer to Sections II and X of the Initial Study in Appendix A, pages 7-8 and 18). Therefore, these resources are not evaluated in detail in this EIR. The site is currently occupied by parkland and single-family residencies. It is not zoned for agricultural uses, and no farmland would be removed as a result of the proposed project. In addition, no known or suspected mineral resources are located on the project site.

1.6 Areas of Controversy and Issues to Be Resolved

This Draft EIR addresses areas of controversy and issues to be resolved that are known or were raised by agencies or interested parties during the NOP public review period and/or during the scooping process. The primary areas of controversy and issues to be resolved related to the environmental resources of the proposed project or the proposed project site include loss of recreational resources, change in land use designation of the site, traffic circulation (particularly associated with on Martin Luther King Jr. Boulevard and Wright Road), and increased demand for law enforcement services.

A total of five comment letters were received on the proposed project. These letters are included in Appendix A of the EIR, and the major issues presented in these letters are summarized as follows:

- *California Department of Transportation (Caltrans).* This agency requested preparation of a traffic to analyze the project's overall impact on the State transportation system, including Interstate 710 (Long Beach Freeway) and Interstate 105 (Century Freeway).
- *City of Lynwood.* Comments from the Planning Department, Community Development Department, Parks and Recreation Department, Public Works Department, and the Los Angeles County Sheriff were provided. In one letter dated June 27, 2001, issues raised include loss of recreational facilities, potential conflicts with City General Plan and Zoning Code, potential increases in noise levels, removal of on-site dwelling units, potential increased demands on police protection, light and glare, alterations to existing drainage patterns, water quality, traffic hazards, traffic congestion, emergency access, loss of the potentially historic Abbott House, demands on parking, potential impacts due to flooding, and updates to the District's safe routes to schools plans. In addition, the letter requests an analysis of the cumulative impacts from the implementation of the District's Facilities Master Plan. A project alternative suggested in the letter is development of "Centers of Excellence."
- *County of Los Angeles Fire Department.* The Fire Department noted that the proposed project would need to meet requirements related to water flow, fire department access, and fire protection systems. This letter also requested an evaluation of the increase in fire department response level to handle an emergency incident at the proposed New High School.
- *Native American Heritage Commission.* The Commission noted that sacred lands file check should be performed for the proposed project.
- *South Coast Air Quality Management District.* The air quality analysis should address project construction and operation and identify mitigation measures to minimize or eliminate significant air quality impacts.

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
3.1 Aesthetics			
The proposed project would be compatible with the visual quality of the area. Although some structures of the project would be taller than the surrounding development, which is generally one story in height, this would not substantially alter the visual quality of the area.	LS	None required.	LS
Proposed project design would ensure no net loss of open space. A total of 8.1 acres of the 14.8-acre site would be reconfigured as landscaped open space.	LS	None required.	LS
Similar levels of lighting would be provided on the playing fields and the other recreational spaces. Night lighting around the school buildings would also be provided, and this would generally increase the ambient light levels on portions of the site.	LS	Although impacts from night lighting would be less than significant, the following measure is recommended to further minimize less-than-significant impacts on lighting. **VIS-1**: Project design shall include a lighting plan to specify that exterior lighting at the perimeter of the site shall be directed downward onto the project site and where appropriate, include features (e.g., hoods) to minimize light spill-over onto adjacent parcels.	LS
Related development would not substantially degrade the existing visual character or quality of the project site, or create new sources of substantial light or glare.	LS	None required.	LS
3.2 Air Quality			
Construction-related daily emissions would be 14.5 4 lb/day for CO, 63.3 lb/day for VOC, 50.5 lb/day for NOx, 2.5 lb/day for SOx, and 3.5 lb/day for PM10. These emissions would not exceed thresholds.	LS	None required.	LS
The net increase in operational emissions associated with the project would not exceed SCAQMD thresholds. Emissions would include a net increase of 47.4 lb/day for VOC, 22.9 lb/day for NO_x, 127.5 lb/day for CO, and 12.2 lb/day for PM_{10}.	LS	None required.	LS
Traffic generated by the proposed project would increase the localized CO concentrations by a maximum of 0.1 ppm over an 8-hour period and 0.1 ppm over an 8-hour period. These amounts would not exceed SCAQMD's threshold.	LS	None required.	LS
The proposed project would not conflict with or obstruct implementation of the AQMP.	LS	None required.	LS

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
The proposed project would not create objectionable odors affecting a substantial number of people and would also not be affected by the objectionable odors from the existing industrial uses in the vicinity.	LS	None required.	LS
Emissions associated with operation of the proposed school would be less than those associated with existing uses of the site, therefore the proposed project would not contribute any cumulative air quality impacts.	LS	None required.	LS
3.3 Biological Resources			
Removal of mature trees during construction could result in removal of occupied bird nests, although none have been identified on site. Because of the urbanized nature of the setting, and the absence of nests at the project site during a field survey, the potential for removal of occupied nest is considered low, and impacts would be less than significant.	LS	Although impacts would be less than significant, the following measure is recommended to ensure that, under the remote possibility that a nest is established on the project site prior project construction, the following mitigation would ensure that impacts would remain less than significant. **BIO-1**: If any active migratory bird nests are identified, the District shall consult with the U.S. Department of Fish and Wildlife Service and/or the California Department of Fish and Game to develop specific mitigation measures. The mitigation measures may consist of delaying construction, removing nest and nestlings and raise by hand at a qualified facility, or taking the nest and nestlings under agency auspices, or other appropriate measures. The mitigation shall be implemented at the direction of the appropriate agency and shall take place in a timeframe that is deemed appropriate by the agency. The mitigation shall be deemed as complete once the tree is removed or the nest/nestlings are removed, according to the specifications of the relevant agency.	LS
Related development would result in the removal of mature trees, however, given the urbanized nature of the setting, the potential for impacts to migratory species and occupied nests is low.	LS	None required.	LS
3.4 Cultural Resources			
CR-1: Relocation of Abbott Residence could alter a significant historic resource.	S	(*If it is determined that relocation of the structure is infeasible, then impacts would be significant and unavoidable.) **CR-1**: The Abbott Residence shall be relocated on the project site, as close to its original location as feasible. Adequate space (a minimum of 25 feet on all sides) shall be provided around the structure, in order to maintain a context similar to its original location.	LS

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
		CR-2: The rear addition on the structure is not essential to its historic integrity, and this portion of the structure does not need to be relocated. However, if the rear addition is not relocated, then the rear of the structure shall be repaired to match the remainder of the original structure. **CR-3**: Comprehensive documentation of the Abbott residence shall be prepared prior to the commencement of any relocation, alteration, grading, and or demolition. The record shall be consistent with Historic American Building Survey (HABS) level 2 standards and include description of the significance of the building and its physical conditions, both historic and current, through site plans, historic maps, photographs, written data, and text, and shall include: 1. Written text (HABS Narrative Format) documenting the architecture and historical significance of the property, including a discussion of its historical context and the construction history of the structure itself. Biographical information about the Abbott family and their role in local history shall also be included. 2. Photographic documentation depicting all exterior elevations and interior character-defining features. Photographs shall be large format, black and white, archival processed, taken by a professional photographer familiar with the recordation of historic buildings, and prepared in a format consistent with HABS standards for large format and field photography. **CR-4**: Resulting HABS documentation shall be provided to the City of Lynwood Department of Planning who shall act as archivist, and other local venues such as public and school libraries shall be provided with copies of the HABS documentation for public use. **CR-5**: A permanent, on-site interpretive display presenting the history of the property and possibly incorporating excerpts from the HABS documentation shall be created within an area of the project accessible to the public **CR-6**: Due care shall be exercised in relocating the Abbott Residence and impacts from the moving procedure will be mitigated through a policy of adherence to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1990). Continued deterioration and alterations that have a potential to affect the structure's fabric and appearance shall also be mitigated through a policy of adherence to the Secretary Standards, as shall any future work toward the rehabilitation and reuse of the Abbott Residence.	

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
CR-2: Development of the project at the proposed site could result in potential impacts to unknown archaeological resources.	S	**CR-7**: The Lynwood Unified School District shall arrange for a qualified professional archaeological monitor to be present during demolition, grading, trenching, tree removal, and other excavation on the project site in areas of reasonable integrity. **CR-8**: If any significant archaeological deposits, features, or human remains are encountered, and they cannot be avoided, work in the affected area will be suspended. In such an event, an archaeologist recommended by the State Historic Preservation Office will conduct a survey of the affected area. A preliminary determination will then be made as to the significance of the survey findings. If considered significant, the survey remains will be preserved and appropriate professional actions taken in accord with established professional practices.	LS
Ham Park does not meet the 50-year age requirement for recognition as an historical resource, nor does it display the qualities of design necessary to be considered historically significant.	LS	None required.	LS
Demolition of the 27 residences would not significantly impact historical resources. Development of the neighborhood is not associated with any particular trend, era, event, or series of events, or historical pattern, but rather, represents development over the course of several decades. None of the houses display any unique or outstanding architectural features, and research has failed to identify and important historical associations for the neighborhood.	LS	None required.	LS
Related development could result in the loss of existing historic resources, or disturbance of buried archaeological resources. No historic resources (beyond the Abbott Residence) have been identified to date at any of the other District development and expansion sites. However, to the extent that resources are identified in the future, impacts would be site-specific and would be addressed through project-specific environmental review, and the development standards of individual cities.	LS	None required.	LS

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
3.5 Geologic Resources			
GEO-1: Construction activities would temporarily increase soil exposure to wind and water erosion.	S	**GEO-1**: The developer for the proposed project shall submit a Notice of Intent (NOI) to the SWRCB for coverage under the Statewide General Construction Activity Stormwater Permit and shall comply with all applicable requirements, including the preparation of a Stormwater Pollution Prevention Plan. Construction specifications shall include an erosion control plan that will include the following: • Erosion control methods to stabilize exposed surfaces as soon as feasible • For landscaped playing fields and open space, installation of landscaping as soon as possible but no later than 60 days following the conclusion of grading, to minimize erosion potential	LS
GEO-2: Ground shaking associated with a major seismic event would expose persons and property to potential hazards.	S	**GEO-2**: Project construction shall adhere to all recommendations in the Geotechnical Investigation Report, prepared by Converse Consultants on November 18, 2001 shall be adhered to. These recommendations include, but are not limited to, complete demolition and removal of existing structures; removal of all loose or soft fill materials; observation of all exposed subgrade soil surfaces prior to placement of fill, pavements, and slabs by the project geotechnical engineer; and provision of adequate drainage to reduce percolation of water into structural backfill or subgrade soils. In addition, adherence to applicable building codes, including the most recent seismic design standards would mitigate the potential for damage to structures and safety risks to building occupants.	LS
Related development would be exposed to potential geologic hazards related to soil and geologic conditions and groundshaking from seismic events. Adherence to applicable building codes and geotechnical recommendations in project design, adherence to standard construction techniques (which would be subject to city inspection) would reduce cumulative impacts associated with geologic hazards and seismic risks. Potential erosional impacts during construction of the related project development could cumulatively increase soil erosion and downstream water quality effects unless project level impacts are adequately mitigated. However, it is anticipated that adequate mitigation will be incorporated into individual projects as a result of the current legal requirements for control of erosion storm water discharges.	LS	None required.	LS

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
3.6 Hazardous Materials			
HAZ-1: Demolition of existing structures could potentially expose construction personnel and the public to hazardous materials.	S	**HAZ-1**: The project developer shall utilize licensed subcontractors and assure that all asbestos-containing materials, lead-based paints, or PCBs encountered during demolition activities are removed, transported, and disposed of in full compliance with all applicable federal, State, and local regulations.	LS
HAZ-2: Grading and excavation of the site could potentially expose construction personnel and public to hazardous materials that are present in the soil.	S	**HAZ-2**: In the event underground tanks, obvious or suspected contamination, or other features or materials that could present a threat to human health or the environment are discovered during grading or excavation of the site, work shall cease immediately. A risk management plan shall be prepared that: (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development; and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Lynwood Fire Department, the Los Angeles County Department of Public Works Environmental Programs Division, and the DTSC). A site health and safety plan, which meets OSHA requirements shall be prepared and in place prior to commencing work in any contaminated areas. The District, through its contractor, shall ensure proper implementation of the health and safety plan. **HAZ-3**: Following the completion of demolition activities, the District will conduct additional soil sampling in the areas currently occupied by structures to determine whether lead-based paints in those structures may have resulted in elevated levels of lead in the soil in the area adjacent to those structures.	LS
HAZ-3: The development of the proposed project would introduce a new school site, which may require modification of the existing adopted emergency response plan.	S	**HAZ-4**: The Lynwood Unified School District shall provide written notification to the City of Lynwood, the Lynwood Fire Department, and the Los Angeles County Sheriff Department regarding the development of the proposed site, and offer to cooperate with the appropriate agencies regarding the potential need for any modifications to the adopted emergency response plan that covers the proposed site.	LS

See Section B (Text Changes in Part 2, Chapter II.

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
Use and storage of hazardous materials at the project site would include limited quantities of cleaning products; fertilizer, pesticides, and herbicides for outdoor landscaping; and products used in classroom laboratories. Compliance with applicable regulations would ensure that impacts would be less than significant.	LS	None required.	LS
Risks to carcinogenic exposures, noncarcinogenic chronic exposures, and noncarcinogenic acute exposures fall within acceptable limits.	LS	None required.	LS
Related development could result in the demolition of existing structures, which may contain hazardous materials, or involve development at sites that may be contaminated from prior use. Adherence to applicable regulations and plans related to construction and demolition of structures and remediation of site contamination would ensure less-than-significant cumulative impacts. For school development, consultation with the DTSC would be required. Project sites that have the potential for the site contaminants would undergo the PEA process to assure that schools would only be developed on sites that do not pose unacceptable risk levels. Development of non-school projects may occur at sites that may be contaminated. Development at those sites would be governed by plans for remediation, long-term monitoring, post-development maintenance, and/or access limitations. For sites were contamination is unknown and encountered during construction, a site health and safety plan, would remediate site contamination and include physical site controls during construction. Future school projects may be developed along evacuation routes identified in the City General Plan. However, related project development is not anticipated to impair implementation of or physically interfere with the adopted emergency response plan. Project-specific review of individual projects would require consultation with the City of Lynwood, the Lynwood Fire Department, and the Los Angeles County Sheriff Department, or other adjacent jurisdictions as appropriate, regarding the potential need for modifications to the adopted emergency response plan.	LS	None required.	LS

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
3.7 Hydrology and Water Quality			
HYD-1: Construction activities would result in runoff that would potentially affect water quality.	S	**HYD-1**: The design of the proposed project shall comply with the provisions of the Standard Urban Stormwater Mitigation Plan (SUSMP), and shall include structural or other measures to collect and treat the first ¾ inch of stormwater runoff from the site, and control peak flow discharge	LS
HYD-2: Runoff could contain contaminants that would affect water quality.	S	Mitigation HYD-1, described above, would be required to address water quality impacts from site runoff.	LS
Development of the proposed project would modify local drainage patterns through the addition of contiguous areas of impervious surfaces. Additional runoff would be accommodated by the realignment of the existing 12 x 7 foot reinforced concrete box storm drain. Additional runoff would not substantially affect the storm drain system downstream from the project site. Due to the minor increase in runoff, increases in erosion and siltation would not be substantial.	LS	None required.	LS
HYD-3: Proposed structures and parking would be sited within an area of ponding during a 100-year flood.	S	**HYD-2**: The school shall be sited and designed to minimize impacts from flooding. This could include revision of project plans to minimize the amount of structures located within the 100-year flood zone, or design of the structures consistent with the standards provided in Chapter 15 of the Lynwood City Code (e.g., use of materials resistant to flood damage, provisions of adequate drainage paths around structures, and elevation of structures or flood proofing to minimize water seepage into the structure).	LS
Groundwater was encountered in six exploratory borings on the site ranging from 22 to 29 feet below existing ground surface. The project will not consist of excavation or cut below 15 feet and therefore would not affect groundwater.	LS	None required.	LS
Related development could result in hydrology and water quality impacts associated with drainage and exposure to potential flooding hazards. Compliance with applicable stormwater mitigation and building standards would address these potential impacts.	LS	None required.	LS

See Section B (Text Change in Part 2, Chapter II.

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
3.8 Land Use			
LU-1: The design of the proposed project would not be in conformance with selected goals and policies in the City Zoning Code and General Plan related to (1) building setbacks, (2) building heights, and (3) loss of parkland.	S	**LU-1**: The design of the proposed project shall comply with the requirements of the State Architect.	SU
The proposed high school would result in acquisition of 47 dwelling units and reconfiguration of an existing park. The proposed project, on 14.8 acres, would generally replace the existing landscaped recreational space, would not require modification of circulation patterns, and would not physically divide the established community of Lynwood. Proposed high school development would require acquisition by the District of the alleyway through a street vacation or eminent domain.	LS	None required.	LS
Development of related projects is anticipated to generally conform to the requirements of the City of Lynwood and the adjacent jurisdictions. School projects proposed by the District are anticipated to be in substantial conformance with the Lynwood City Zoning Code, however some specific zoning requirements, including height and setbacks, may be exceeded at some locations. All projects would be built in accordance with the standards of the State Architect. Cumulative land use impacts related to inconsistencies with the City Zoning Code would be significant.	S	None available.	SU

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
3.9 Noise			
N-1: Construction noise would temporarily increase daytime noise levels at nearby residential units by more than 5.0 dBA.	S	**N-1**: The project contractor shall implement, but not be limited to, the following best management practices: • No pile-driving will be permitted during the construction of the project • Outdoor construction work on the project shall be limited to the hours of 7:00 A.M. to 10:00 P.M. on weekdays to the extent feasible • All construction equipment with a high noise generating potential, including all equipment powered by internal combustion engines, shall be muffled or controlled • All stationary noise generating equipment, such as compressors, shall be located as far as possible from existing houses • Machinery, including motors, shall be turned off when not in use • Mobile equipment shall not be allowed to run idle near existing residences	LS
N-2: Exterior noise levels at the project site would affect school use.	S	**N-2**: The proposed high school shall incorporate design features and construction techniques such as minimization of glass surfaces and/or provision of double-paned windows, insulation of walls, ceilings and doors and fresh air supply systems or air conditioning, that will provide an interior noise environment that is below 50 dBA CNEL.	LS
Vehicular traffic of 2,864 vehicle trips per day would not result in a perceptible increase in ambient noise due to project traffic.	LS	None required.	LS
Noise would not be incompatible with the levels specified in the Lynwood City Code. Peak noise levels from playground and ball fields would be between 65 to 74 dBA L_{eq}, and average day-night noise levels during large events at the school ball fields would be less than 70 dBA CNEL. Ambient noise levels to the south and west are currently between 60 and 70 dBA CNEL.	LS	None required.	LS

See Section B (Text Change in Part 2, Chapter II.

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
Related development could result in intermittent construction noise related to development of individual projects and increases in ambient noise levels from operation of the related projects. Because of the dispersed location of the related projects, cumulative impacts would not result in cumulative considerable increases in noise. Traffic increases from related development would be minimal and generally localized to the area immediately surrounding the project sites. Increases traffic volumes would not be sufficient to result in a discernable noise increase.	LS	None required.	LS
3.10 Population and Housing			
The proposed project would displace 27 existing very low- to low-income residential properties that provide housing for 47 households. There are more than a sufficient number of housing units in the market to address the proposed project.	LS	The following mitigation would ensure requirements under State law that the District provides assistance to displaced households. **HOUS-1**: A relocation assistance plan shall be prepared by the District and approved by the City of Lynwood to identify measures to support relocation of residents that would be replaced by the proposed project. The plan shall include the following components: ▪ The District shall identify comparable housing for all 47 households that would be displaced by the proposed project ▪ Priority shall be given to housing identified within the City of Lynwood ▪ If comparable housing is not available within the City of Lynwood, housing shall be identified in adjacent communities, located within a reasonable distance from the City ▪ If the household is relocated outside of the school district, relocated households with students currently attending District schools would be permitted to continue attending these schools ▪ Professional appraisal and the marketplace shall determine the exact dollar value required for acquisition at the time of the sale	LS
The loss of 45 households would not significantly alter SCAG's 2000–05 household forecasts for the City, as the City's "fair share" of regional housing need anticipates replacement of 143 existing units between 1998 and 2005.	LS	None required.	LS

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*	
The proposed project would not directly result in an increase in the total number of students enrolled in the Lynwood Unified School District. Instead, the proposed New High School would accommodate over-enrollment at the existing high school plus accommodate approximately 800 additional students that are currently enrolled in elementary and middle schools in the District. Staff would be drawn from the existing labor force in Los Angeles County and would not induce population growth.	LS	None required.	LS	
District school development projects are intended to address existing and projected enrollment. Development of the proposed project and the other school projects are intended to relieve existing overcrowding, and would not directly result in a substantial increase in population. Development of related District projects would result in the removal of a total of approximately 132 dwelling units. The Relocation Plan indicates that the affected households could be relocated within a 5-mile radius. Related projects could increase the number of households displaced. The Housing Elements of adjacent cities have policies and goals related to housing demand that may accommodate some portion of this demand. With approximately 137,000 vacant housing units in Los Angeles County the existing housing would accommodate demand associated with the related projects. The removal of 132 dwelling units would not significantly alter SCAG's 2000–25 household forecast for the City. The related demolitions do not exceed the number of units anticipated to be replaced by 2005. In addition, none of the related projects within the City would result in demolition of housing units. The City's adopted Housing Element concludes that there are suitable sites available to accommodate the City's fair share of housing need, including replacement housing.	LS	None required.	LS	*See Section B (Text Change in Part 2, Chapter II.*
3.11 Public Services and Utilities				
PS-1: The project would result in the need for additional police protection at the proposed High School.	S	**PS-1**: Through its existing contract with the Los Angeles County Sheriff's Office, the District shall retain additional deputies as necessary to provide adequate police services at the proposed New High School	LS	

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
Sewage flows from proposed project development would increase sewage generation by 35 percent. The existing 8-inch sewer main on Wright Road would have adequate capacity to handle this increase. The JWPCP in Carson that treats wastewater would have adequate capacity to handle increased wastewater.	LS	None required.	LS
No substantial increase in water demand is anticipated, since no overall increase in student enrollment would result from the proposed project. The City has adequate water supply to meet current and future demand.	LS	None required.	LS
The proposed high school could result in a generation of approximately 211 tons per year of solid waste, representing 0.002 percent of total regional demand.	LS	None required.	LS
The project-generated demand for electricity would be 1.7 million kilo-watt hours per year and would be minor in the context of overall demand within Southern California and the State, and would neither result in a substantial increase in demands beyond available supply, nor require a major expansion of power facilities.	LS	None required.	LS
No increase in total student enrollment in the District would result from the proposed project. The project would accommodate existing overcrowding at District schools and projected enrollment growth.	LS	None required.	LS
The proposed project site is located within the five-minute response time of the County Fire Station No. 148. The school would be built in accordance with Building Code Standards related to fire safety and would be adequately served by the Fire Department.	LS	None required.	LS

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
The District has an existing agreement with the LA County Sheriff Department to retain deputies to provide law enforcement at District schools. The District would modify that agreement as necessary to employ additional sheriff deputies as necessary. The resident population in the City and surrounding communities would not increase due to related projects. Fire and police protection service ratios would not be affected by the proposed school projects. Consultation with the Fire Department would ensure that school designs allow adequate access for emergency response vehicles. Demand for law enforcement and fire protection in adjacent jurisdictions would be addressed by the cities in which they are located and would not contribute to cumulative effects within the City of Lynwood. Employment opportunities associated with related development could increase the area population, which could cumulatively increase demands on schools. Related school development would increase capacity, and provide for additional demands. Related projects with the highest potential for cumulative impacts are new construction projects rather than reuse of existing urban infrastructure. As the City and surrounding area are largely built-out, there would be relatively few projects that represent substantial new demands on utilities (wastewater, water supply, solid waste, and energy) over existing uses. School development and expansions would generally replace existing urban uses, and the increase in demands on utilities would not be substantial and consistent with local and regional demand projections.	LS	None required.	LS
3.12 Recreational Resources			
REC-1: The loss of the park and the recreational facilities provided by the park would reduce parkland and recreational opportunities for the residents of the City of Lynwood.	S	**REC-1**: Lynwood Unified School District shall accommodate public use of on-site playing fields, and other recreational facilities during non school hours (e.g., 3:00 P.M. until 10:00 P.M., Monday through Friday, daylight hours Saturday and Sunday and holidays), subject to a Joint Use Agreement. In addition, public use of the activity center and "tot lot" shall be permitted during school hours. The District shall enter into an agreement with the City of Lynwood to allow joint use of recreational facilities developed at the school site. The complete text of the proposed Joint Use Agreement is provided in Appendix E. The Joint Use Agreement details use of Recreation Centers	SU

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
		included as part of the proposed project by the District and the City, site ownership, recreation center revenue, and recreation center costs (including maintenance costs and responsibility). Recreation Centers are defined as the multipurpose center, gymnasium, outdoor playing fields, performing arts center, and library. The proposed Joint Use Agreement includes the following provisions: ▪ Ownership of the property lies exclusively with the District. ▪ The District shall have use of the recreation centers during normal school days, which include school days throughout the school year, summer sessions, and inter-sessions. ▪ The District shall have use of the recreation centers for scheduled school activities, which include school-related activities, events, and functions, including after-school programs, school athletics, parent-teacher association activities, etc. ▪ The City shall have use of the recreation centers at all times other than during normal school days and scheduled school related activities. ▪ By September 1, both the District and the School shall provide each other with a calendar identifying the date, time, and nature of use of the recreation centers that have been scheduled by that date. This information will be consolidated in order to create a master calendar. ▪ The District's use of the recreation centers shall take precedence over all other use of the recreation centers. ▪ The City and District shall each be solely responsible for maintaining, repairing, or replacing its respective personal property located at the site. ▪ The District shall perform all maintenance of the recreation centers. The District shall secure the services of vendors to perform such maintenance. The cost of maintenance shall be borne equally by both the District and the School. **REC-2**: Reconfigured play fields shall include outdoor lighting that would allow for evening use of playing fields. *This measure has been determined to be infeasible.*	
REC-2: Use of recreational facilities due to their dual function as school and after-hours play areas could accelerate physical deterioration of the facility.	S	Mitigation Measure REC-1 would provide provisions for maintenance of recreational facilities associated with the school.	LS

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
Development of the proposed project would result in the conversion of Ham Park into the site of a new high school. None of the related projects would result in direct impacts to recreational facilities.	LS	None required.	LS
3.13 Traffic and Circulation			
TR-1 Pedestrian traffic to and from the new school could result in hazards to pedestrians.	S	**TR-1** As required by the California Department of Education, the District shall update the designated safe routes to schools for the existing high school and identify safe routes to schools for the proposed high school.	LS
Construction would generate truck and automobile traffic. Demolition and removal of debris would generate trips and potentially result in localized congestion. Given existing free-flow conditions and adjacent truck traffic, impacts from construction would be less than significant.	LS	None required	LS
The study intersections currently operate at LOS A and would continue to operate at free-flow conditions following construction and occupancy of the proposed high school. The loss of the alleyway that extends east from Duncan Avenue would not result in any access issues since the residential units currently at the project site would be demolished. The proposed project traffic would also not substantially affect freeway operations.	LS	Although roadway impacts would be less than significant, the following measure is recommended to further minimize localized congestion. **TR-2**: All bus parking, bus drop-off and pick up of students is to be restricted to the designated areas as indicated on the site plan	LS
During the AM Peak Hour, a total of approximately 67 vehicles (approximately 1 per minute) would be anticipated to turn left into the site from Martin Luther King Jr. Blvd. A continuous left turn lane is located in the roadway that has a capacity for 14 vehicles. The longest anticipated left turn queue at the left turn lane would be six vehicles, which would be accommodated by the existing left-turn lane.	LS	None required.	LS

TABLE 1-1 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Impact	*Significance*	*Mitigation Measure*	*Significance After Mitigation*
The school would require 386 parking spaces to meet parking demands by students, faculty, and staff. The proposed 416 parking spaces proposed by the project design would be adequate to accommodate student and staff demand. The unoccupied playing fields may be temporarily used to accommodate overflow parking for weekend or evening school activities. There is the potential for students, parents, faculty, and staff to park on the street or use this as a waiting area for pick/up and drop off. Impacts from this type of activity would not be substantial because adequate parking would be provided on site.	LS	Implementation of Mitigation Measures TR-3 through TR-5 is recommended to further reduce less-than-significant impacts of the proposed project on parking. **TR-3**: "No Stopping" signs between 6:00 a.m. and 8:00 a.m. and 2:00 p.m. and 4:00 p.m. along Martin Luther King Jr. Boulevard should be posted on both sides, and Duncan Avenue and Wright Road, also on both sides. **TR-4**: Students, faculty, and employees should park on the school site to avoid harm and inconvenience to the adjacent residential area. The District shall cooperate with the Los Angeles Sheriffs Department in responding to complaints regarding unauthorized off-campus parking. **TR-5**: Special provisions including hand guidance and direction to events must be pre-planned and organized in a manner that will eliminate or minimize parking intrusion to the adjacent residential district. Special event parking should utilize unoccupied playing fields for overflow parking to avoid parking impacts on the adjacent residential areas.	LS
Ambient traffic is anticipated to increase at a rate of 1.5 percent per year as a result of area-wide development and growth. In year 2005, all intersections would continue to operate at LOS A, when ambient growth is considered. Traffic from development of four additional schools would not be cumulatively considerable, given the enrollment, the geographic spread of the schools, and the localized nature of related vehicle trips. Other related projects are generally a considerable distance from the project site. The contribution of these projects would not be cumulatively considerable. All District schools would be designed to provide access to emergency vehicles through the inclusion of all-weather surfaces providing access to structures. Schools would be designed consistent with all applicable regulations requiring access for emergency vehicles.	LS	None required	LS
Pedestrian traffic to and from the new school sites could result in hazards to pedestrians, including students walking to and from school. As new schools are added, the geographic area served by existing schools may change. Designated safe routes to existing schools may warrant modification.	S	**CUM-1**: The District shall update the designated safe routes to schools for all existing schools, at such time as the number and location of new schools has been identified.	LS

2.0 PROJECT DESCRIPTION

The proposed New High School project (proposed project) would provide capacity to house 1,600 high school students. The proposed high school would alleviate overcrowding at the existing high school and accommodate future enrollment demand anticipated as a result of forecasted population increases from anticipated new residents. This section describes the project location, the existing characteristics of the project site and the surrounding area, the need for the project, the project's objectives, the characteristic of the proposed project, and project approvals required for implementation of the proposed project.

See Section 3 (Text Chan. in Part 2, Chapter II.

2.1 Project Location

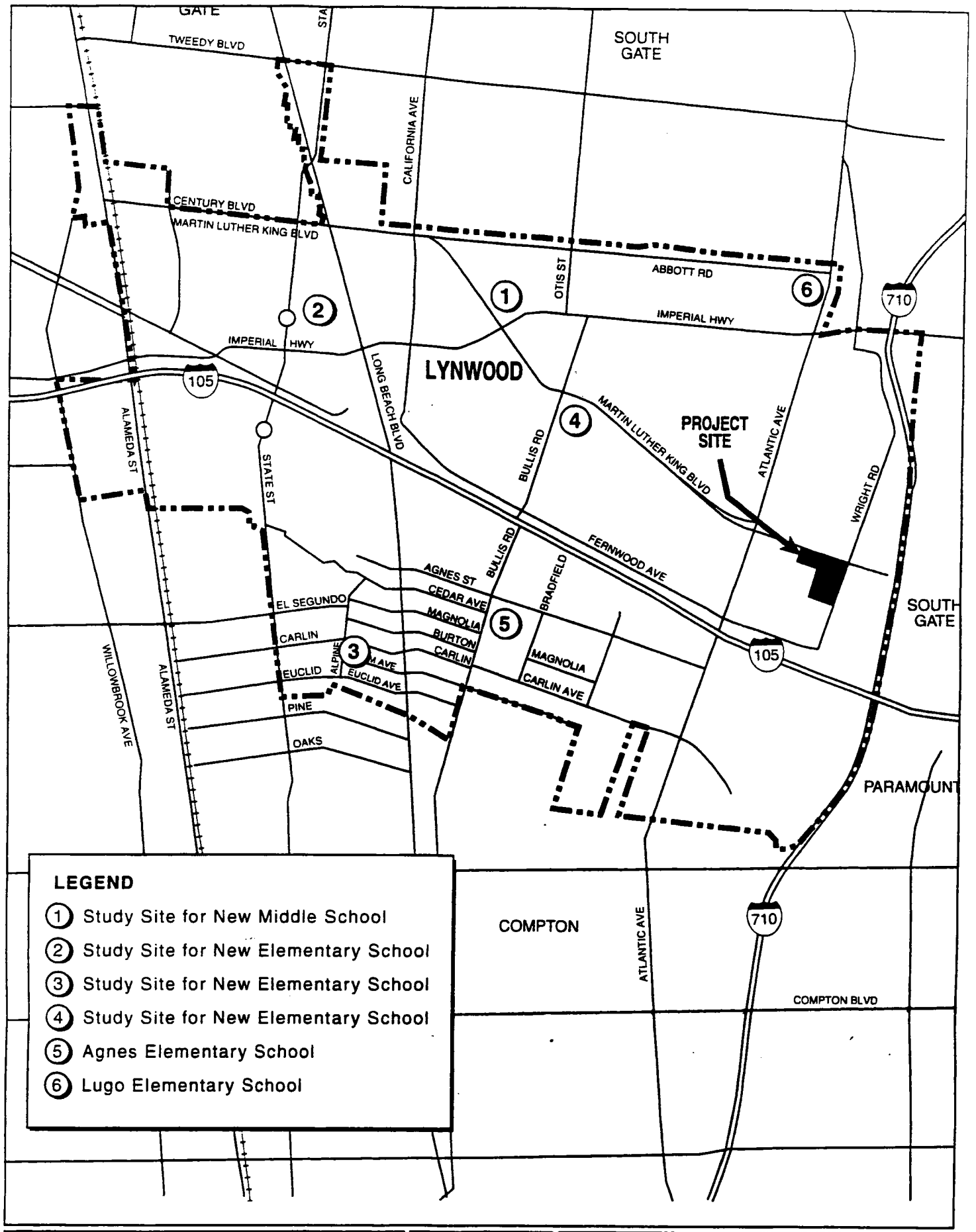
As illustrated by Figure 2-1, the Lynwood Unified School District serves residents in the City of Lynwood. The District is located within the southeastern portion of the Los Angeles metropolitan area, approximately ten miles south of downtown Los Angeles. Lynwood is bounded on the north by the City of South Gate, on the southeast by the City of Paramount, on the south and southwest by the City of Compton, on the west by the unincorporated County of Los Angeles area known as Willowbrook, and on the northwest by the City of Los Angeles area known as Watts. The project location (Figure 2-2) is at the corner of Martin Luther King Jr. Boulevard and Wright Road, City of Lynwood, Los Angeles County, California. The project site includes Ham Memorial Park ("Ham Park") and 47 residential dwellings (Figure 2-3).

Regional access to the District area is provided by the Long Beach (I-710) and Century (I-105) Freeways. The Long Beach Freeway is approximately 1,000 feet east of the site, and the Century Freeway is approximately 1,000 feet south of the site. Key roadways serving the project site (Figure 2-3) are Martin Luther King Jr. Blvd, which bounds the site on the north; Cortland Street, which bounds the site on the south; Wright Road, which bounds the site on the east; and Louise, Walnut, and Duncan, which bound the site on the west.

2.2 Project Site Characteristics

The project site occupies 14.8 acres immediately south of Martin Luther King Jr. Blvd. That street is a four-lane east-west arterial that bounds the north side of the project site. Cortland Street is a two-lane east-west collector street on the southern boundary of the property. Wright Street is a two-lane north-south collector street on the eastern boundary of the property.

The site is currently surrounded on the north, west, and south with residential uses, including single-family residences and duplexes. Commercial and manufacturing uses are located to the east, across Wright Street. Surrounding uses include:

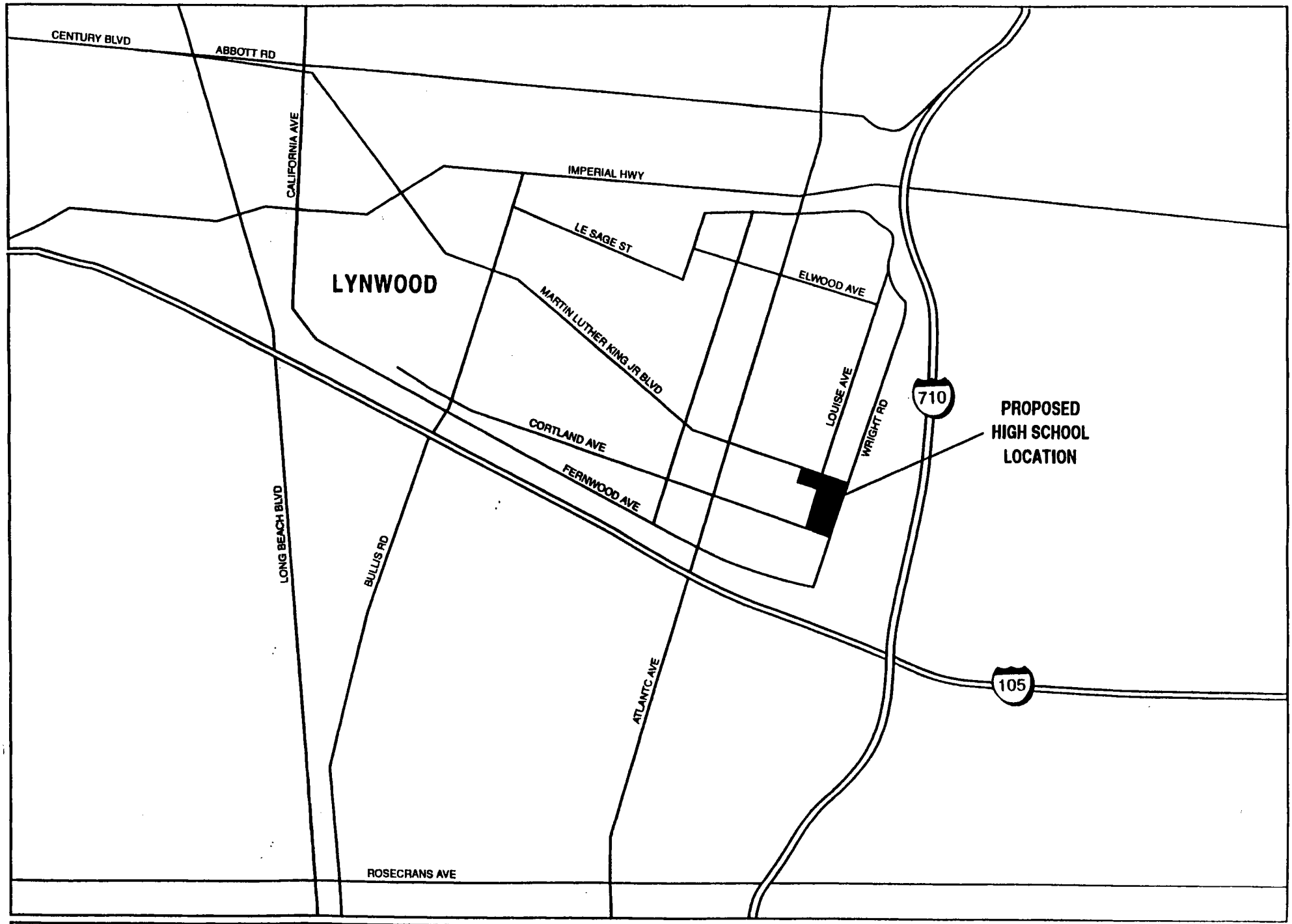


Not to Scale

SOURCE: EIP Associates

10513-00

FIGURE 2-7
Study Locations for New and Expansion School Sites
Lynwood Unified School District

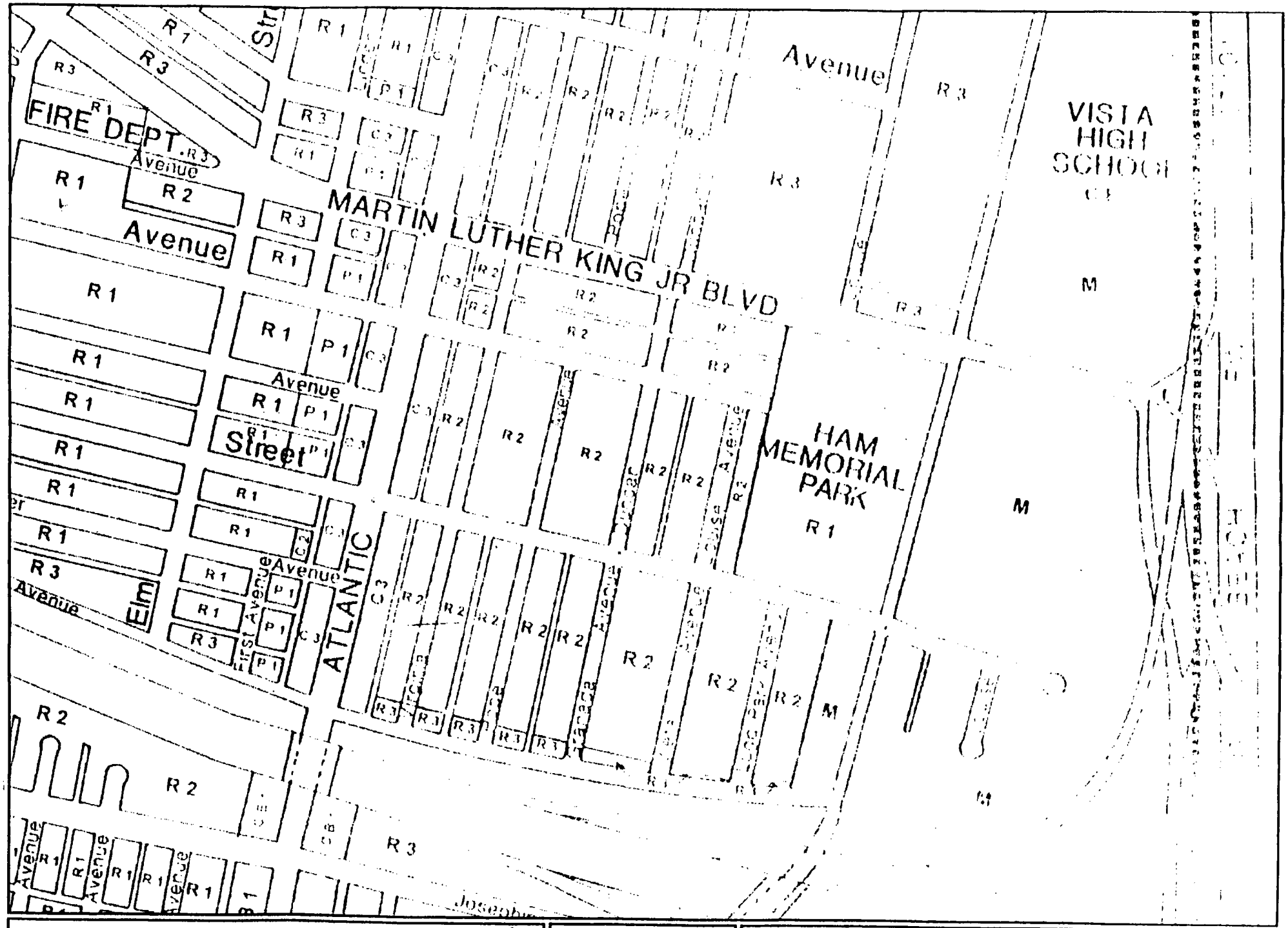


Not to Scale

SOURCE: Thomas Bros. Map 2000

EIP ASSOCIATES

FIGURE 2-2
Project Area



Not to Scale

SOURCE: City of Lynwood

10613-00

EIP ASSOCIATES

FIGURE 2-3

Project Vicinity Map

Lynwood Unified School District

- *North*—Martin Luther King Jr. Boulevard, beyond which are single-family residential properties
- *South*—Cortland Street, beyond which are single-family residential properties and a mobile home park
- *East*—Wright Road, beyond which are industrial uses
- *West*—Louise, Walnut, and Duncan Streets, beyond which are residential properties

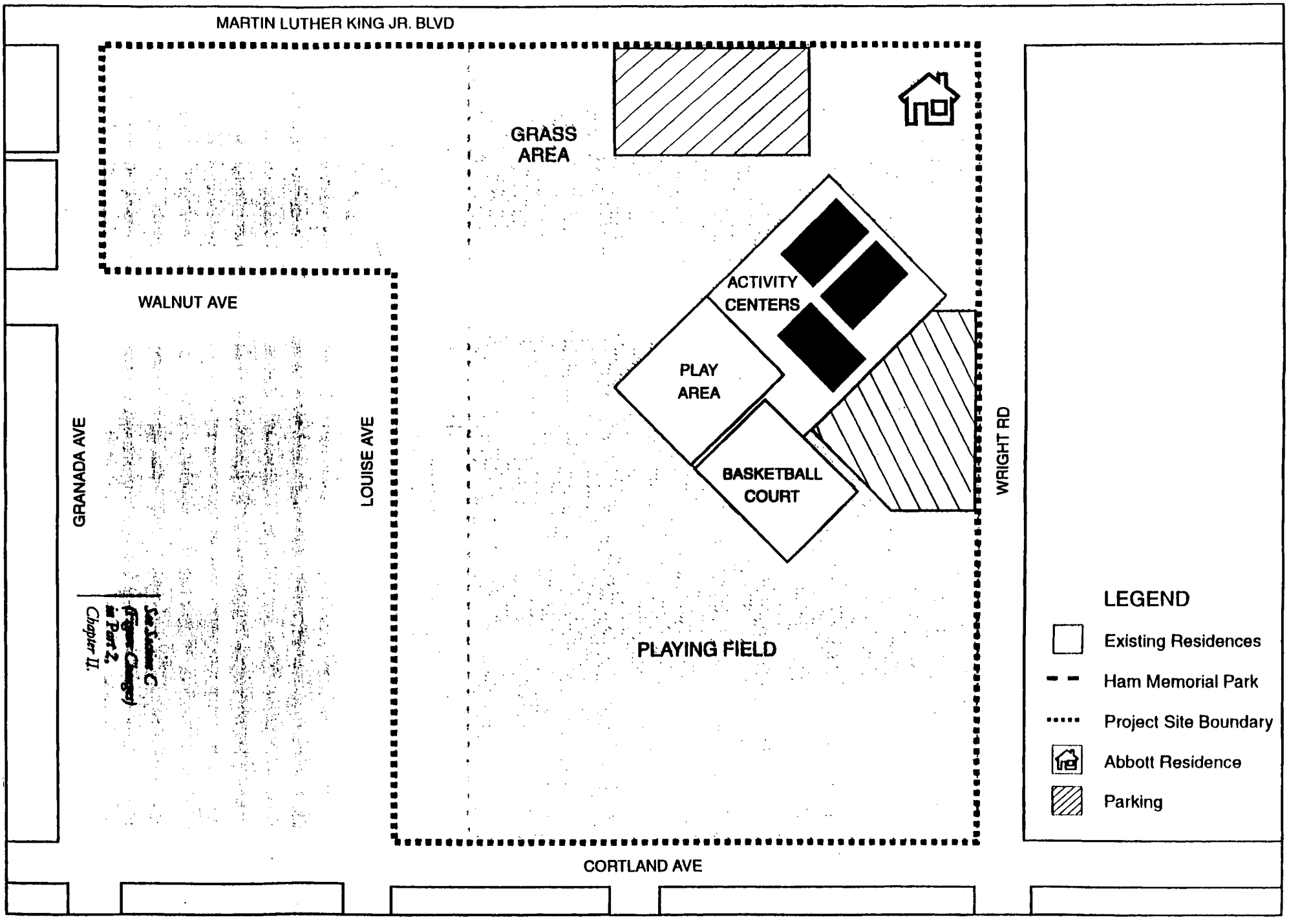
The project site includes the 10-acre Ham Park, and the remaining 4.8 acres include 27 residential properties by 47 dwelling units (Figure 2-4). The addresses of the residences located at the project site are as follows:

- 5246 Martin Luther King Jr. Blvd.
- 5240 Martin Luther King Jr. Blvd.
- 5234 Martin Luther King Jr. Blvd.
- 5230 Martin Luther King Jr. Blvd.
- 5224 Martin Luther King Jr. Blvd.
- 5222 Martin Luther King Jr. Blvd.
- 5212 Martin Luther King Jr. Blvd.
- 5206 Martin Luther King Jr. Blvd.
- 11404 Duncan Ave.
- 5203 Walnut Ave.
- 5207 Walnut Ave.
- 5215 Walnut Ave.
- 5219 Walnut Ave.
- 5225 Walnut Ave.
- 5229 Walnut Ave.
- 5235 Walnut Ave.
- 5241 Walnut Ave.
- 5247 Walnut Ave.
- 11500 Louise Ave.
- 11506 Louise Ave.
- 11512 Louise Ave.
- 11522 Louise Ave.
- 11526 Louise Ave.
- 11532 Louise Ave.
- 11534 Louise Ave.
- 11540 Louise Ave.
- 11544 Louise Ave.

See Section I (Text Chang in Part 2, Chapter II.

See Section I (Text Chang in Part 2, Chapter II.

Ham Park contains two parking lots, a lighted softball field, picnic areas with tables and barbecue braziers, basketball court, volleyball court, two meeting rooms (with an enclosed patio), and a children's play area with play equipment. The park accommodates a number of recreational programs, including baseball, softball, and dance classes (in the meeting rooms). A vacant structure referred to as the Abbott Residence is located at the southeast corner of Martin Luther King Jr. Blvd. and Wright Road. This structure is described in more detail in Section3.4, Cultural Resources. The existing dwelling units front along Louise, Walnut, and Duncan Avenues. An alley extends east of Duncan Avenue and provides secondary access to some of the residences.



Not to Scale

SOURCE: City of Lynwood Land Use Map 1990

10513-00

EIP

FIGURE 2-4

Project Site Existing Conditions Conceptual Drawing

Lynwood Unified School District

The City of Lynwood Zoning Code designates the park as R-1 (single-family residential) and the residential areas are zoned R-2 (two-family residential). Schools are a conditionally permitted use within both of these zone districts. The City's General Plan designation for the park is open space and the designation for the residential area is townhouse and cluster housing.

2.3 Project Need

The existing Lynwood High School was originally designed with a capacity for 3,472 students, but currently enrolls 4,346. It is therefore 874 students over capacity. As existing middle school and elementary students grow older, high school enrollment demand will increase further, exacerbating the problem of overcrowding. During 2001, overcrowding resulted in the addition of nine new modular classrooms to the existing high school. The proposed New High School would be designed to accommodate approximately 1,600 students and would relieve overcrowding at the existing high school by providing new capacity for approximately 800 currently enrolled high school students to the new location, and accommodate increased student population, which is anticipated to occur in the District as a result of population growth and demographic changes. No overall increase in District enrollment is projected as a result of the proposed project.

Under State law, school districts that have made all reasonable efforts to impose all levels of local debt capacity and development fees are eligible for financial assistance to construct new schools or modernize existing schools (that were constructed more than twenty-five years ago). Under these requirements, the District meets the criteria of financial hardship, and is therefore eligible for funds to construct new schools to meet enrollment demand, convert temporary classrooms to permanent structures, and modernize older schools. Because the district is eligible, the District intends to apply for State funds for site acquisition and construction of the proposed project.

2.4 Project Objectives

The overall goal of the proposed project is to provide high school capacity to adequately serve the Lynwood community. Specific project objectives are as follows:

- Provide a full range of academic facilities and programs, including sciences, arts, and physical education for 1,600 high school students on a contiguous site
- Relieve overcrowding at the existing Lynwood High School
- Expand enrollment capacity to meet projected Lynwood Unified School District ("District") needs based on existing elementary and middle school enrollment and demographic projections

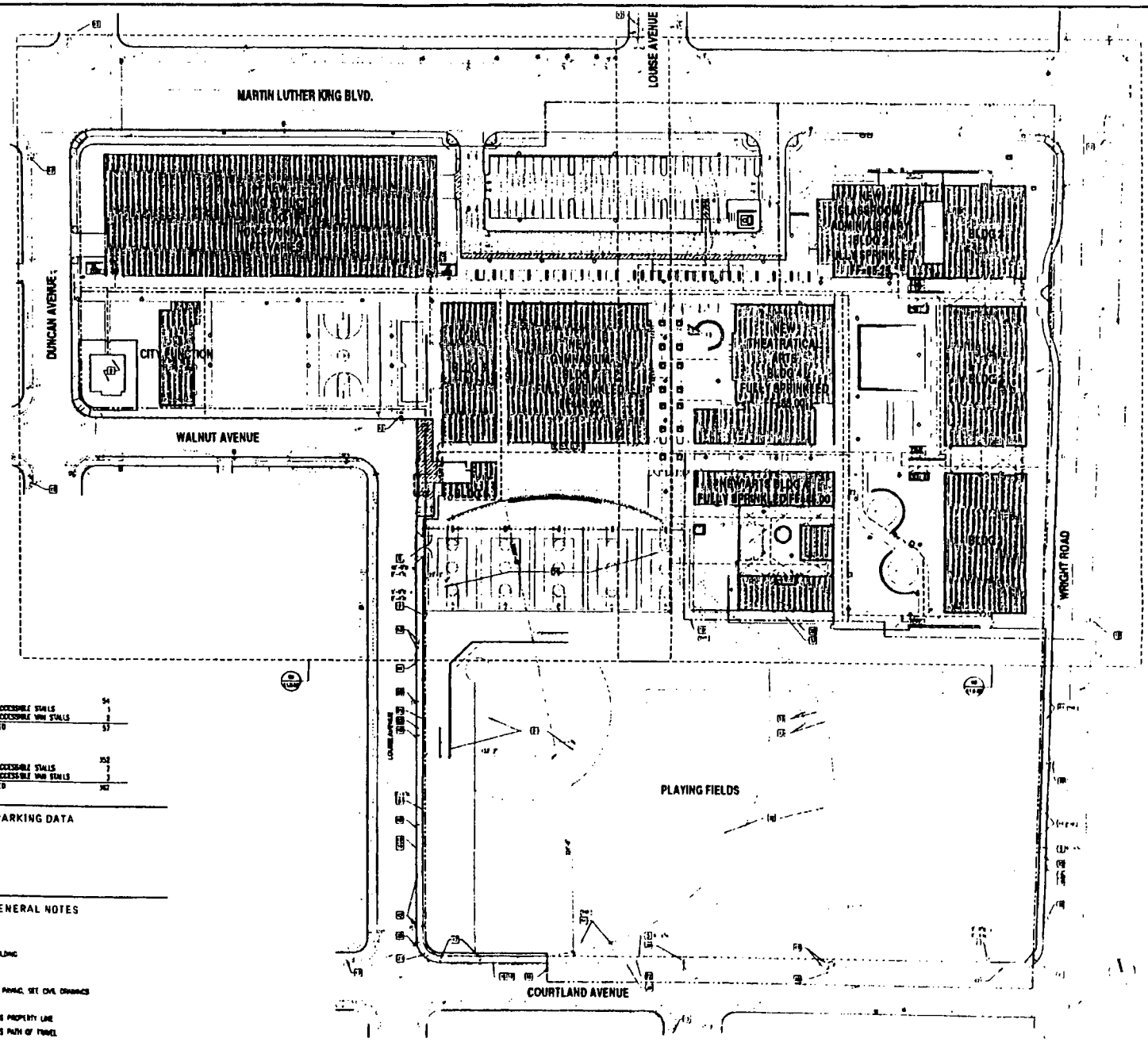
- Develop a school that utilizes funds available for districts with financial "hardship status" under State law

2.5 Proposed Project Characteristics

As shown in Figure 2-5, the proposed project would result in construction of a high school that would include approximately 162,000 gross square feet of classrooms, gymnasium, administrative and related support space, including a multi-purpose activity center. Major project components are summarized in Table 2-1.

TABLE 2-1 SUMMARY OF PROJECT AND SITE CHARACTERISTICS

Component	*Site Characteristics*
Address	Southwest corner of Martin Luther King Jr. Blvd. and Wright Road
Site Area	14.8 acres
Site Dimensions	Approximately 150 feet x 500 feet
Existing Land Use	City park and residential dwelling units
Zoning Designation	R-1 and R-2
General Plan Designation	Open Space and Townhouse and Cluster Housing 7—14 unites per acre
Proposed Land Use	High School
Proposed Square Footage	Approximately 162,000 Gross Square Feet
Structural Lot Coverage	Approximately 45%
Building Height	Generally three stories above grade (up to 35 feet), with the exception of a 48-foot fly loft on the performing arts center and 40-foot elevator tower on the parking structure
Proposed Setbacks	Frontyard (Martin Luther King): 10 feet Sideyard (Duncan Avenue): 0 feet Sideyard (Louise Avenue): 10 feet Sideyard (Wright Road): 10 feet Sideyard (Walnut): 0 feet Rearyard (Cortland Avenue): no structures at this location
Proposed Parking Spaces	416
Outdoor Play Areas	8.1 Acres
Project Access	Vehicular: Martin Luther King Jr. Blvd., Duncan Ave. Pedestrian: Martin Luther King Jr. Blvd., Wright Road, Duncan Ave. Bus: Wright Road



1. DECORATIVE METAL FENCING - SEE
2. DECORATIVE METAL DOUBLE LEAF GATE
3. DECORATIVE METAL SINGLE LEAF GATE
4. DECORATIVE METAL ROLLING GATE
5. CHAIN LINK FENCING; SEE LANDSCAPE DRAWINGS.
6. CHAIN LINK DOUBLE LEAF GATE, SEE LANDSCAPE DWGS
7. CHAIN LINK SINGLE LEAF GATE; SEE LANDSCAPE DWGS.
8. RELOCATED STRUCTURE
9. SERVICE YARD SEE BUILDING 5 FLOOR PLAN
10. ASSUMED PROPERTY LINE
11. SIDE YARD
12. FIRE HYDRANT
13. ASPHALT CONCRETE PAVING
14. STEEL VINE TRELLIS WALL
15. PAINTED (WHITE) TRAFFIC DIRECTION PAVEMENT MARKING
16. 4" WIDE PAINTED PARKING SPACE MARKING
17. 4" W. PAINTED LOADING AREA OR CROSSING STRIPING. DIAGONAL STRIPING AT 3'-0" O.C.
18. CONCRETE CURB; SEE CIVIL DRAWINGS
19. CONCRETE GUTTER SEE CIVIL DRAWINGS
20. (E) CONCRETE CURB & GUTTER
21. CONCRETE CURB RAMP, SEE CIVIL DRAWINGS.
22. 4" THICK CONCRETE SIDEWALK; SEE CIVIL & LANDSCAPE DRAWINGS
23. UNDERGROUND CONCRETE DRAINAGE CULVERT; SEE CIVIL DRAWINGS.
24. 4" THICK CONCRETE HARDSCAPE; SEE LANDSCAPE DRAWINGS
25. CONCRETE BAND SEE LANDSCAPE DRAWINGS.
26. CONCRETE SEAT WALL; SEE LANDSCAPE DRAWINGS.
27. CONCRETE DRIVE APPROACH APRON
28. CONCRETE STEP(S)
29. 8"x8"x16" CONCRETE BLOCK SITE WALL
30. SITE WALL- 1" EXT. CEMENT PLASTER ON 3/4" EXT. GYP. SHEATHING ON 6 STL. STUDS @ 16" O.C.
31. PLAYGROUND APPARATUS AND OR FIELD/COURT, SEE LANDSCAPE DRAWINGS
32. LANDSCAPE/TURF AREA - SEE LANDSCAPE DRAWINGS
33. COVERED WALK OR CANOPY; SEE BUILDING DRAWINGS
34. BUILDING ROOF OVERHANG
35. RAMP W/ LANDING, SEE "1" DWGS.
36. ACCESSIBLE PARKING NON-AWNY AND/OR FIRE ACCESS LANE SIGN
37. ACCESSIBLE PARKING SPACE SIGN
38. (E) STREET LIGHT OR TRAFFIC SIGNAL
39. FLAGPOLE W/ CONC. BASE
40. POLE LIGHTING W/ CONC. BASE, SEE ELECTRICAL
41. ELECTRICAL EQUIPMENT, SEE ELECTRICAL DRAWINGS
42. (E) STREET APPURTAN
43. PROPERTY EASEMENT
44. (E) FACE
45. ALUMINUM WINDOW WALL SYSTEM, SEE FLOOR PLANS.
46. STRUCTURAL STEEL COLUMNS, SEE STRUCTURAL DRAWINGS.

KEY NOTES

1. PARKING VARIATIONS

OUTSIDE PARKING

STANDARD STALLS	54
STANDARD DISABLED ACCESSIBLE STALLS	3
STANDARD DISABLED ACCESSIBLE VAN STALLS	3
TOTAL STALLS PROVIDED	57

PARKING STRUCTURE

STANDARD STALLS	352
STANDARD DISABLED ACCESSIBLE STALLS	7
STANDARD DISABLED ACCESSIBLE VAN STALLS	3
TOTAL STALLS PROVIDED	362

PARKING DATA

GENERAL NOTES

NEW BUILDING

NEW AC PAVING, SEE CIVIL DRAWINGS

INDICATES PROPERTY LINE

INDICATES PATH OF TRAVEL

LEGEND

Not to Scale

SOURCE: LPA

10513-00

EIP ASSOCIATES

FIGURE 2-5

Proposed New High School Site Plan

The proposed High School would include the following specific components:

- Classrooms
- Administration
- Performing arts theater and labs
- Gymnasium
- Food service area
- Library
- Lockers
- Athletic fields
- Hardcourt play areas
- Surface parking
- Parking structure

The following City functions would be located at the school site, and they would be available to City residents:

- "Tot lot" play area
- Community facilities for continued recreational uses (i.e., dance classes and art classes)
- Relocated Abbott residence

Approximately 416 parking spaces would be provided on the site, in a surface lot and a parking structure located south of Martin Luther King Jr. Blvd. The Abbott residence would be relocated approximately 600 feet to the southwest, adjacent to Louise Avenue. Playing fields, landscaped open space, and other recreational amenities would be incorporated into the proposed project. This would include approximately 8.1 acres of playing fields and recreational facilities, as well as a "tot lot" play area reserved for use by City residents. Preliminary plans indicate that lighted ball fields would not remain at the project site if the City enters in a Joint Use Agreement, as proposed by the District. The recreational facilities in the park would be made available to area residents during non-school hours, weekends, and holidays.

The proposed project would require acquisition of the alleyway extending east of Duncan Avenue. In addition, the residences and adjacent Ham Park would be acquired by the District through voluntary sale or in accordance with State law.

The analysis provided in this EIR focuses on construction and operation of the proposed high school facility. City programs that would occur at the site would replace existing activities at Ham Park.

2.5.1 Construction Activities

Detailed project phasing has not yet been determined. Demolition of existing residences and recreational buildings and relocation of the Abbott house would occur first, followed by site grading and building construction. Demolition, grading, and construction would last approximately 18 to 24 months.

2.5.2 Intended Uses of this EIR

As described in the California Environmental Quality Act ("CEQA") Statute §21002.1: "The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided."

This EIR has been prepared in accordance with CEQA and the State CEQA Guidelines. Pursuant to CEQA, the District, as the "lead agency" for the proposed project, has determined that the proposed project may have a significant effect on the environment.

This Draft EIR (DEIR) is intended to inform the public of the environmental setting, potential project-specific and cumulative environmental impacts of the proposed project, and mitigation measures. This DEIR has also been prepared to inform decision-makers of the environmental consequences of implementation of the project, including all of the approvals that may be needed to construct or implement the project, whether or not such actions are explicitly listed in the EIR. The District School Board would use this EIR in its consideration of whether or not to certify the EIR, approve the project, and adopt a Mitigation Monitoring Program (MMP). Other agencies that may review and comment on this EIR and may consider this EIR in review of project permits or other actions may include, but are not limited to, the City of Lynwood, Department of Toxic Substances Control, California Department of Education, and the California State Allocation Board. Other agencies reviewing the document may include, but may not be limited to, Los Angeles Regional Water Quality Control Board, South Coast Air Quality Management District, and State Office of Historic Preservation.

2.6 Cumulative Context

Cumulative impacts are the anticipated impacts of the proposed project in combination with the impacts of reasonably foreseeable growth. As stated in CEQA Guidelines §15130(b)(1), reasonably foreseeable growth may be based on either of the following, or a combination thereof:

- A list of past, present, and probable future projects producing related or cumulative impacts
- A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions

For the purposes of this EIR, the potential cumulative effects of the proposed project are based upon a combination of a list of projects and adopted regional planning documents.

For cumulative impacts in the local area, a list of "related projects" was developed which includes projects identified in the Facilities Master Plan for the Lynwood Unified School District, projects identified in consultation with the City of Lynwood, and projects identified in the adjacent cities of Bellflower, Compton, Downey, Huntington Park, Paramount, and South Gate. A list of related projects is provided in Table 2-2 below and shown in Figure 2-6. The cumulative context within the District and the region is described in the following sections.

2.6.1 Lynwood Unified School District Facilities Master Plan

A Facilities Master Plan for Lynwood Unified School District was approved by the Board of Education on June 27, 2000. The Plan is a preliminary feasibility study prepared pursuant to State law (SB 50) to estimate future enrollment, consider options to accommodate future enrollment, and to identify existing schools which require renovation to bring them up to current instructional standards.

The Facilities Master Plan provides future enrollment projections using three methods: (1) the modified-Cohort enrollment planning process used by the State of California's Office of Public School Construction; (2) the Cohort Project process without modification (which does not weight recent enrollments more heavily than historical enrollment); and (3) demographic projections from the State of California to estimate future kindergarten enrollment (combined with the Cohort survival method to predict the evolution of each kindergarten class). By comparing the results of the three methods, the Cohort Projection method was selected as the best indicator of future student enrollment because the un-weighted results reflected historical enrollment trends within the District. This projection method estimated that enrollment in the District would increase from approximately 17,406 students in 1999/2000 to approximately 21,141 students in 2009/10, an increase of approximately 3,735 students.

Using State standards for class size and instructional models, the capacity of existing schools in the district was calculated (based upon the existing number of classrooms, including those classrooms located in temporary buildings), which identified a future capacity shortage for a total of approximately 4,262 students. To alleviate that shortage and relieve existing overcrowding at several schools, the Facilities Master Plan analyzed five alternative development scenarios and

TABLE 2-2 LIST OF RELATED PROJECTS

No.	Project Name	Lead Agency	Site Address	Type of Project	Date
1	Lynwood Towne Center and Lynwood Marketplace	City of Lynwood	Long Beach Blvd, north of Century Freeway	Retail project that would and expand the retail space from approximately 150,000 to 300,000 square feet	Pending
2	School Improvements	Bellflower Unified School District	City of Bellflower	Facilities and improvements at eight existing school sites through addition of approximately 91 classrooms	NOD filed 3/00
3	Hollywood Sports Center	City of Bellflower	City of Bellflower	Conversion of a 22-acre golf, 2-acre MTA R-O-W, and 0.6-acre R-1 lot into a multi-sport recreational facility	NOD filed 3/00
4	Atkinson Brick Reclamation Plan	Department of Conservation Mining and Geology Board	Intersection of Central and Rosecrans Avenues	Mining Reclamation	NOD filed 10/16/00
5	Child Development Center	City of Compton	Intersection of Artesian and Santa Fe Street	One-story 9,437-square-foot addition to existing facility	ND filed 11/99
6	Demolition Phase II	City of Compton	Intersection of Artesian and Santa Fe Street	Demolition of four obsolete buildings of 42,500 assignable square feet	ND filed 11/99
7	Demenno/Kerdoon	DTSC	Intersection of Alameda Street and Pine Avenue	Hazardous Waste Facility Permit for treatment, storage and transfer of off-site hazardous waste	NOD filed 7/01
8	Dominguez High School Addition and Proposed Rancho Dominguez Elementary	Compton Unified School District	Intersection of San Jose Avenue and Compton Boulevard	Expansion of an existing high school and construction of new elementary school	ND filed 2/01

TABLE 2-2 LIST OF RELATED PROJECTS

No.	Project Name	Lead Agency	Site Address	Type of Project	Date
9	Joint Outfall "H" Unit 1B Replacement Trunk Sewer, Section 1 and 2	Los Angeles County Sanitation District	Throughout Cities of Long Beach, Paramount, and Compton	Construction of approximately 11,500 feet of 90- and 96-inch diameter concrete pipe sewer and appurtenant structures	ND filed 4/99
10	Seismic Replacement/ Expansion LRC	Compton Community College	1111 East Artesia Boulevard, Compton	Two-story addition, 42,800 gross square feet	ND filed 11/99
11	2000-2005 Compton Housing Element Update	City of Compton	Throughout the City	Update of Housing Element of the General Plan	NOD filed 7/00
12	Boeing North American Fitness Property for the Iglesia De Cristo Church EIR	City of Downey	Intersection of Washburn Road and Woodruff Avenue	General Plan Amendment to change Open Space to Neighborhood Commercial	EIR filed 4/01
13	Downey-Animal Shelter Expansion	Los Angeles County Department of Public Works	11258 South Garfield Boulevard	Expand the Downey Animal Shelter by 8,300 square feet	ND filed 2/01
14	Downey Landings Specific Plan	City of Downey	Area bounded by Lakewood Boulevard/ SR-19/Stewart and Gray Road	Specific Plan for development of shopping center, office, research, and medical uses on 160 acres	EIR filed 8/01
15	Environmental Assessment Disposal and Reuse of NASA Industrial Plant	National Aeronautics and Space Administration	Intersection of Imperial Highway and Bellflower Boulevard	Disposal of federal property and consideration of possible reuse plans	EA filed 6/00
16	Paramount Boulevard Site School Project	Los Angeles County	Intersection of Paramount Boulevard and Gardendale Street	Establish a Special Education School: 10 classrooms, administrative offices, and eating areas	ND filed 6/01
17	Pedestrian Bridge Demolition & Reconstruction, Rio Hondo	United States Army Corps of Engineers	Firestone Boulevard and Florence Avenue	Removal of a bridge and its reconstruction slightly downstream	SEA filed 12/99

TABLE 2-2 LIST OF RELATED PROJECTS

No.	Project Name	Lead Agency	Site Address	Type of Project	Date
18	General Plan Amendment	City of Huntington Park	Citywide	Resolution to approve the General Plan Housing Element Update, for years 2000–2005	ND filed 12/00
19	Huntington Park New Elementary School No. 7	LAUSD (Los Angeles Unified School District)	Intersection of Carmelita Avenue, Corona Avenue, and 61st Street	Construction and operation of a new 50,700-square-foot elementary school facility	ND filed 8/01
20	Lindberg Corporation Groundwater Remediation by Chemical Oxidation	Regional Water Quality Control Board, Region 4	Bissell Street	Pilot test to test the viability of chlorinated solvent destruction through chemical oxidation	ND filed 11/00
21	Maywood City-Wide Redevelopment Project	City of Maywood	Throughout the City	Adopt and implement the Redevelopment Plan for Redevelopment Project that includes 625 acres	NOD filed 12/00
22	P. C. Case No. 1706	City of Huntington Park	City-wide	Time extension for enterprise zone designation throughout city for years 2001–2006	ND filed 12/01
23	Southeast Area Learning Center	LAUSD	Randolph, Pine, Fishburn, and 61st Streets (Huntington Park)	Construction and operation of a new 132,000-square-foot high school/middle school facility to accommodate 1,071 two-semester seats and up to 1,499 students on a Concept 6 schedule	NOP filed 6/01
24	Rosecrans Avenue K–8 School	Paramount Unified School District	Intersection of Rosecrans Avenue and Garfield Street	Rosecrans Avenue K–8 School Mitigated Negative Declaration	ND filed 12/00

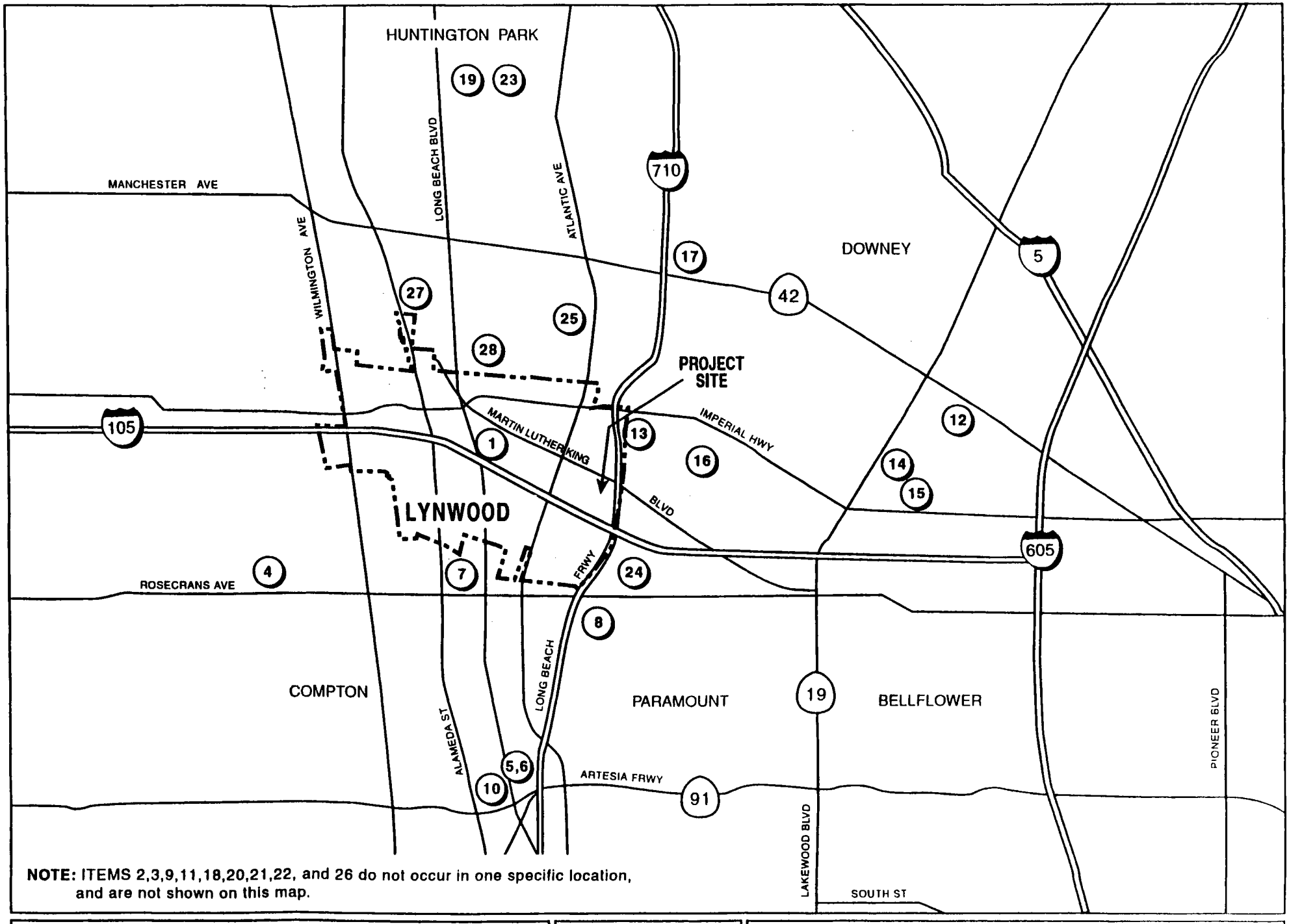
TABLE 2-2 LIST OF RELATED PROJECTS

No.	Project Name	Lead Agency	Site Address	Type of Project	Date
25	South Gate New Elementary School No. 7	LAUSD	Intersection of Atlantic Avenue, Pinehurst Avenue, Tweedy Boulevard	Construction and operation of a new 71,000-square-foot elementary school	ND filed 10/01
26	Self Storage Facility	City of South Gate	Between the Rio Hondo channel and Downey City Limits	Installation of an 86,720-square-foot self-storage facility consisting of sea containers modified to allow individual lockable units—the General Plan Land Use designation would be changed from Open Space to 'Manufacturing'	ND filed 9/99
27	Southeast Area New High School No. 2, Middle School No. 3 and Local District J Administrative Offices	LAUSD	Intersection of Tweedy Boulevard and Alameda Street	Development of approximately 360,000 square feet of school facilities and 25,000 square feet of administrative offices	NOP filed 3/01
28	Stanford New Primary Center	LAUSD	Intersection of Long Beach Boulevard, Kansas Avenue, and Missouri Avenue	Construction and operation of a new 33,000-square-foot primary center facility	ND filed 8/01

Acronyms in the "date" column above are as follows:
EA: Environmental Assessment
EIR: Environmental Impact Report
ND: Negative Declaration
NOD: Notice of Determination
NOP: Notice of Preparation
SEA: Supplemental Environmental Assessment

Sources: CEQAnet Database: www.ceqanet.ca.gov; Grant Taylor 2001, personal communication.

identified one (Alternative E) as the preferred solution. The preferred alternative proposed a combination of expansion of existing (elementary school) sites and development of five new schools to meet the identified shortfall, including one high school, one middle school, and three elementary schools. The Facilities Master Plan then suggested general locations for these new schools within the City of Lynwood (based upon projected future enrollment capacities and demand in areas of the City), without identifying specific sites for the new or expanded schools.



NOTE: ITEMS 2,3,9,11,18,20,21,22, and 26 do not occur in one specific location, and are not shown on this map.

Not to Scale

SOURCE: EIP Associates

10513-00

EIP ASSOCIATES

FIGURE 2-6

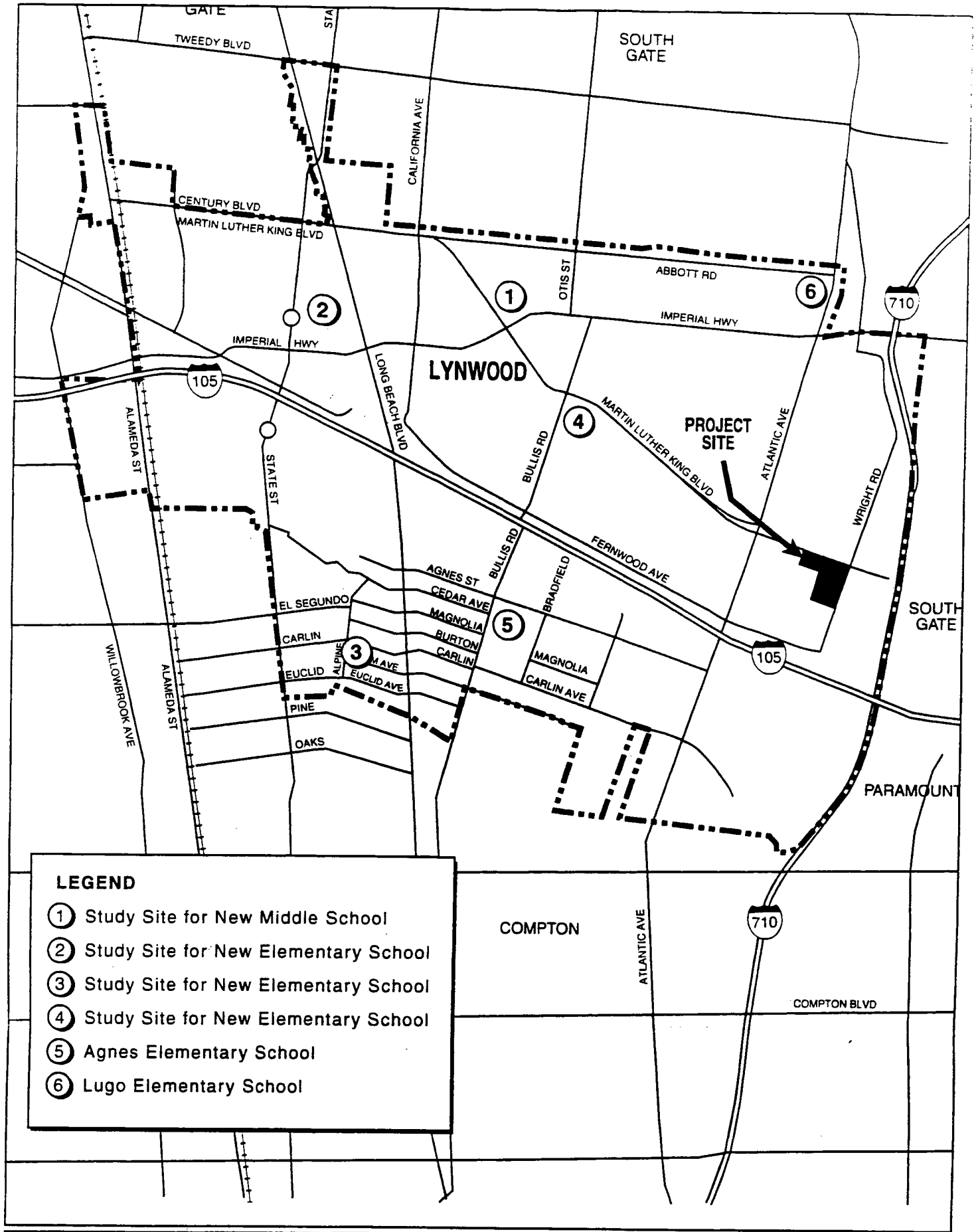
Related Projects

Subsequent to the approval of the Facilities Master Plan, the District embarked upon a process to identify and evaluate existing school sites that could be expanded, and potential locations for new schools. The identified sites were then reviewed with the State Department of Education, which utilized a range of review criteria (described in the *School Selection and Approval Guide*, CDE, 2000) to reduce the number of sites under consideration. Agnes and Lugo Elementary Schools were identified as candidates for site expansions, which would permit an increase in enrollment at Lugo Elementary School from 563 to 720 students, while enrollment at Agnes Elementary School would decrease from 766 to 720 students. Five specific sites were identified for construction of new schools (which are depicted on Figure 2-7): (1) Ham Memorial Park for a new high school (the subject of this EIR); (2) Lynwood Plaza for a new middle school; (3) a site at Long Beach Boulevard and Pluma Street for Elementary School No. 1; (4) a site on Long Beach Boulevard between Palm and Carlin Avenues for Elementary School No. 2; and (5); a site on Martin Luther King Boulevard between Bullis Road and Ernestine Street for Elementary School No. 3. Other existing schools are proposed to be renovated, and permanent classrooms constructed to replace existing temporary classrooms.

Pursuant to State law, the District has been engaged in more detailed evaluation of the proposed sites, including investigation of the potential for current or prior uses of the sites (or areas adjacent to the site) to have resulted in the presence of hazardous substances which could pose a risk to occupants of the new or expanded schools. This process requires the preparation of a preliminary site investigation (or Phase I Environmental Site Assessment) which is submitted to the State Department of Toxic Substances Control (DTSC) for review. Based upon a review of the initial site assessment, if DTSC determines that prior use of the site (or adjacent areas) may pose a potential health risk, a Preliminary Endangerment Assessment (PEA) must be prepared to further evaluate potential risks. If required, the Draft PEA must be circulated for public review in conjunction with public release of the environmental document. If the results of the PEA process determine that the health risks from potential site contamination cannot be reduced to acceptable levels, then the site will be eliminated from further consideration.

See Section B (Text Changes) in Part 2, Chapter II.

For the purposes of the cumulative impact analysis in this EIR, renovation of existing schools, both site expansion projects (at Agnes and Lugo Elementary Schools) and all five new schools, including the proposed project, would contribute to potential cumulative effects. However, although seven sites have been identified (expansion of existing schools and construction of new schools), until the site review process is completed for all seven sites, and DTSC determines that any potential health risks can be reduced to acceptable levels, it is not known whether all seven school projects will proceed at the currently identified sites. This EIR assumes that all seven projects would occur at the currently identified sites, based upon available preliminary planning information for the proposed two school expansion projects and the five new schools.



Not to Scale

SOURCE: EIP Associates

10513-00

FIGURE 2-7
Study Locations for New and Expansion School Sites
Lynwood Unified School District

It should be noted that the projects proposed in response to the Facilities Master Plan are intended to relieve overcrowding at existing schools and accommodate future enrollment demand, which is based on existing enrollment and demographic projections for school-age children in the City of Lynwood. Even if none of the proposed projects are developed, expansion of enrollment is predicted to continue at the elementary, middle and high school levels. This may require provision of additional modular classrooms and the hiring of new teachers and staff. Thus many of the impacts associated with increased enrollment are likely to occur even in the absence of the construction of five new schools, or the proposed expansion of two existing elementary schools.

2.6.2 Cumulative Regional Context

The study area for analysis of the potential cumulative effects in this Draft EIR is the City of Lynwood and the adjacent cities of Bellflower, Compton, Downey, Huntington Park, Paramount, and South Gate, with the following exceptions: (1) air quality, is analyzed for the South Coast Air Basin; (2) Traffic and Transportation, which is analyzed based on input from the RCPG, which covers the five-county area of Orange, Los Angeles, Ventura, Riverside and San Bernardino counties; and (3) hydrology, which is analyzed for the Los Angeles River watershed.

For the Southern California region, air quality cumulative impacts are identified based upon the Regional Comprehensive Plan and Guide (RCPG) prepared by the Southern California Association of Governments (SCAG); and the Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District. Transportation impacts were evaluated based upon the RCPG. The RCPG was prepared by SGAG in conjunction with its constituent members and other regional planning agencies. Within the five-county SCAG region, the RCPG is intended to serve as a framework to guide decision making with respect to the growth and changes that can be anticipated by the year 2015 and beyond. The plan consists of three sections that contain goals, policies, and technical data. The RCPG provides a general view of the various regional plans. The RCPG is incorporated by reference in its entirety; the document is available for review at SCAG offices, 818 West Seventh Street, 12th Floor Los Angeles, CA 90017. The AQMP was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high pollutant levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy.

3.0 ENVIRONMENTAL ANALYSIS

3.1 Aesthetics

The Initial Study prepared for this project identified less-than-significant impacts on aesthetics. There are no scenic views available from the project site, and the site does not include any particular scenic features. The proposed project would change the visual character of the site from an open grassy park and adjacent residential area to a public institutional facility. Impacts associated with the change in visual character, including architectural compatibility and potential light and glare issues, are addressed in this section.

3.1.1 Existing Conditions

The proposed project site includes John D. Ham Memorial Park (Ham Park) and residences to the east bounded by Martin Luther King Boulevard on the north, Duncan Avenue on the west, Cortland Street on the south, and the park on the east. The area is predominantly urbanized, with most lots developed.

The park is generally flat and is landscaped with grass and scattered ornamental trees. The current park has a total area of 10.1 acres, with approximately 8.1 acres of open space, not including the parking lots that occupy approximately two acres, and are located at the north and eastern edges of the park. There are two on-site structures, including the Abbott House and two community rooms. The Abbott House is a two-story residential structure, located at the corner of Wright Road and Martin Luther King Jr. Blvd in the northeast corner of the park. The community rooms are one-story structures at the park, to the south of the Abbott residence. None of the existing structures at the park exhibit include visually unusual features. Historic significance of the Abbott residence is addressed in section 3.4 (Cultural Resources). The southerly portion of the park includes a baseball diamond. The absence of structures in addition to the limited number of trees in this section of the park, visible primarily from Cortland Street, contributes to the open space character of the park.

Residential units where the proposed High School would be located are primarily single-story. Dwelling units include small sized single- and multi-family structures. The structures include a range of exterior colors, including beige, brown pink, and blue. Structures are in moderate to poor condition, and ornamental vegetation is limited and not well maintained.

Residences are located to the north, west, and east. These structures exhibit visual features similar to those at the project site. Due to the surrounding topography (which is generally flat) and the built-out character of the area, long-range views from the project site are limited. Views

are dominated by foreground views of surrounding development. On clear days, some portions of the park provide distant views of the San Gabriel Mountains to the north.

Industrial development is located east of the park, across Wright Road. This area includes large warehouses, outdoor staging and storage areas, and delivery trucks. Intermittent views of adjacent freeways are visible to the east and south from the project site.

The urban character of the area results in prominent night lighting along roadways and building exteriors. Portions of the park, including the softball playing field, are currently lit during evening hours to provide recreational opportunities into the evening hours and for security purposes. These existing features generally reduce the quality of the night sky.

3.1.2 Regulatory Framework

City of Lynwood Zoning Code

The design of schools is subject, exclusively, to standards of the State Architect, and the proposed project has been designed in conformance with those standards. The following development standards are provisions of the City's zoning code. Only development standards relevant to visual resources are provided. A complete analysis of proposed project conformance with the City Zoning Code is provided in section 3.8 (Land Use). A number of the standards listed below do not apply to the proposed project because they are intended for residential development. However, the analysis is provided in order to determine if the project would be substantially compatible with City standards.

Section 25-4.5: Development Standards

The following development standards shall apply to all land and buildings, other than accessory buildings, permitted in their respective zones.

The following requirements are minimum unless otherwise noted:

Requirement	*R-1*	*R-2*
2. Building site, net area in square feet.	5,000	5,000
9. Lot coverage, maximum	50%	50%
10. Building height, maximum including chimneys, antennas and any roof-mounted equipment	35 feet	35 feet

13. Residential structures shall have a roof constructed with a nonreflective material including shingles, wood shake, asphalt dimensional shingles, clay or concrete tile, pr other similar roofing material. No reflective, glossy or polished and/or roll-formed type metal roofing is permitted....

14. Residential structures shall have an exterior siding of brick, stucco, wood, masonry, concrete, or other similar material. Aluminum or fiberglass siding or reflective glossy, polished and/or roll-formed type metal siding are not permitted.... .

Section 25-16.6: Fences and Masonry Walls

e. All fences or masonry walls shall be of simple design, with flat, horizontal tops and minimal decoration and shall be installed with a finished, aesthetically pleasing side facing out toward adjacent properties or the public right of way. Chicken wire and fiberglass are not permitted as fencing material in any zone.

f. The following shall apply to fences and masonry walls in all residential zones:

6. Permitted Permanent Front Setback Fences for Other Uses Permitted In the R-1, R-2, R-3 and P-R-D Zones: Schools, recreation facilities, churches and other places of worship may have fences higher than four feet in front setbacks and higher than six feet in side and rear setbacks. Such fences will be subject to site plan review for existing facilities and conditional use permit review for new facilities or expansion of existing facilities.

9. Prohibited Permanent Front Setback Fences in R-1, R-2, R-3 and P-R-D Zones: A fence within the front yard setback area shall not be constructed of prohibited materials which include, but shall not be limited to, chain link, chicken wire, fiberglass, metal, barbwire, razor wire, plastic, gypsum board, solid wood, or any similar materials or any combination thereof.

Section 25.16-7: Outside Storage and Trash Receptacle Design Standards

a. Storage areas shall be limited to the rear of a site, and shall not be located nearer than 50 feet to the front property line.

b. Any outdoor area used for storage shall be completely enclosed by a solid masonry wall and solid gate not less than 5 feet nor more than 15 feet in height, incorporating design elements to hinder easy climbing and access by persons; except that the director may approve the substitute of a fence in a decorative wall where, in his or her opinion, such wall or fence will adequately comply with the provisions of this section.

c. All new material equipment or finished products stored or displayed:

1. Shall not be stored above the height of the enclosed fence or wall within 10 feet of said fence or wall.

4. Shall be screened from view on at least three sides by a solid opaque impact-resistant wall not less than ten feet and not more than fifteen feet in height and on the fourth side by a solid opaque impact resistant gate not less than five feet or more than ten

feet in height or of such other material or design approved by the planning commission.

e. Trash receptacle areas shall be provided for all nonresidential projects and shall have at least three solid opaque impact-resistant walls a minimum of 5 feet and a maximum of 8 feet in height, and shall be located at the rearmost accessible pieces of the parcel. The trash receptacle walls shall be architecturally compatible and incorporated into the design of the primary structure and where appropriate screened with foliage landscaping to the satisfaction of the Director of Community Development. A solid opaque impact gate not less than 5 feet in height shall be provided.

City of Lynwood General Plan

Community design attempts to establish the framework for interrelating decisions on public works, engineering, land use planning, parks and recreation, landscaping, and architecture. The Community Design Element of the General Plan describes the overall principles upon which more detailed decisions can be made about subareas, individual sites, and specific projects within the City.

3.1.3 Thresholds of Significance

Implementation of the proposed project would result in a significant impact if the project would do either of the following:

- Substantially degrade the existing visual character or quality of the site and its surroundings
- Create a new source of substantial light or glare that would adversely affect day- or nighttime views in the area

3.1.4 Project Impacts

Less-than-Significant Impacts

Visual Character

The proposed project would modify the existing visual character of the site, from landscaped parkland and single-family and duplex residences to a high school with buildings, recreational facilities, playing fields, and landscaped spaces. This would require demolition of existing structures, removal of mature trees and landscaping, and introduction of new structures and landscaping.

These new structures would have features, including heights and setbacks, which vary from the existing structures, or from structures and land uses in the immediate surrounding area. This

includes a mix of uses and architectural styles, including large industrial warehouses, major transportation corridors, and single-story dwelling units.

Development of the proposed project would generally be consistent with the zoning code of the City of Lynwood. However, some project elements may be inconsistent with the height limits and setbacks applicable to the project site. These requirements are described in sections 25.4-5, 25.16-6, and 25.16-7 of the Zoning Code of the City of Lynwood (which were described in more detail in section 3.1.2 of this EIR). The proposed new structures would generally be a maximum of 35 feet in height, with some exceptions. The proposed performing arts building would include a fly loft (to permit scenery to be raised and lowered for theatrical productions) that would be approximately 48 feet, 2 inches in height. In addition, although the parking structure would be less than 30 feet in height, the top of the elevator shaft would be a maximum of 40 feet in height. (For more discussion of the project's consistency with other provisions of the Zoning Code, refer to section 3.8 [Land Use]). Therefore, exceedances of the Zoning Code height limit would be limited to portions of two of the proposed structures. These minor inconsistencies with the Zoning Code would not result in substantial visual incompatibilities with adjacent development or the surrounding area.

The project design would ensure no net loss of landscaped open space. The existing Ham Park provides a total of approximately 8.1 acres of landscaped open space. The proposed project would provide a total of approximately 8.1 acres of landscaped open space within the 14.8-acre site. This would replace the existing landscaped and recreational space in Ham Memorial Park. With the provision of an equivalent amount of landscaped open space, general consistency with zoning code requirements, and inclusion of project landscaping, would ensure that the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings, and impacts would be less than significant.

Light and Glare

The preliminary design of the high school does not include a significant use of glass or other reflective surfaces and therefore the proposed project would not serve as a source of substantial glare. The existing site includes security lighting and recreational lights on the existing playing fields. Similar levels of lighting would be provided around the school buildings, parking structure, and playing fields. This may increase the ambient light levels on the portions of the site that are currently occupied by residential structures; however, as portions of the site are currently lighted at night, the provision of new sources of light would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Mitigation Measures

Although impacts from night lighting would be less than significant, the following measure is recommended to further minimize less-than-significant impacts on lighting.

VIS-1: Project design shall include a lighting plan to specify that exterior lighting at the perimeter of the site shall be directed downward onto the project site and where appropriate, include features (e.g., hoods or parapet walls) to minimize light spill-over onto adjacent parcels.

3.1.5 Cumulative Impacts

The cumulative impact analysis considers development of the proposed project, in conjunction with three new elementary schools, a new middle school, site expansion at Agnes and Lugo Elementary Schools, replacement of temporary classrooms with permanent structures, and renovation of existing schools, combined with development in the City of Lynwood and the adjacent communities. Development of new schools or expansion of existing school sites would alter the appearance of individual sites, replacing existing uses with school buildings, playgrounds and play fields, and landscaped open spaces. At some locations, this would include construction of new facilities on sites that are partially vacant and may have been subject to vandalism, which could result in an improvement of the visual character of those sites. At some locations, residential structures would be replaced with school facilities and larger contiguous open spaces with landscaping. Replacement of temporary buildings with permanent structures would not substantially alter the existing visual character of school sites, although some one-story temporary structures may be replaced with two-story structures. Renovation of existing schools would not result in substantial changes to the visual character of those sites.

Because the City of Lynwood and adjacent cities are largely built out, pending and future projects would generally result in the replacement of aging structures with new development, or the placement of new structures on sites that are currently vacant. Further, the related projects are geographically dispersed and generally not located at sites that are visible from a single vantage point. As a result, related development is not anticipated to substantially degrade the existing visual character or quality of the site of those projects and their surroundings.

Due to the existing urbanized character of the area, development of new schools, expansion of school sites, replacement of temporary classrooms or renovation of existing schools, together with related development in the City of Lynwood and adjacent communities would not create new sources of substantial light or glare that would adversely affect day or nighttime views in the area.

Therefore, proposed project, in combination with other past, present, and probable future projects would not result in substantial adverse aesthetic impacts, and cumulative impacts would be ***less than significant***.

3.2 Air Quality

This section evaluates the potential impacts on air quality resulting from construction and operation of the proposed project. This includes the potential for the proposed project to conflict with or obstruct implementation of the applicable air quality plan, to violate an air quality standard or contribute substantially to an existing or projected air quality violation, to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, to expose sensitive receptors to substantial pollutant concentrations, or to create objectionable odors affecting a substantial number of people. Documents used in preparation of this section include the South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook and the 1997 Air Quality Management Plan (AQMP), as amended, as well as federal and State regulations and guidelines.

3.2.1 Existing Conditions

Air Quality Background

The proposed project site is located within the South Coast Air Basin (Basin); named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. This area includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The air quality within the Basin is primarily influenced by a wide range of emissions sources—such as dense population centers, heavy vehicular traffic, and industry—and meteorology.

Air pollutant emissions within the Basin are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Examples are boilers or combustion equipment that produces electricity or generates heat. Area sources are widely distributed and produce many small emissions. Examples of area sources include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products such as barbeque lighter fluid and hair spray. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, racecars, and self-propelled construction equipment. Mobile sources account for the majority of the air pollutant emissions within the Basin.

Both the federal and state governments have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health. The federal and state standards have been set at levels which concentrations could be generally harmful to human health and welfare, and to protect the most sensitive persons from illness or discomfort

with a margin of safety. Applicable standards are identified later in this EIR section. The South Coast Air Quality Management District (SCAQMD) is responsible for bringing air quality within the Basin into conformity with the federal and state standards.

The air pollutants most relevant to air quality planning and regulation in the Basin include ozone, carbon monoxide (CO), fine particulate matter (PM_{10}), and toxic air contaminants. Each of these is briefly described below along with their adverse health effects.

- *Ozone.* Ozone is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable.
- *Carbon Monoxide.* CO is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines—unlike ozone—and motor vehicles operating at slow speeds are the primary source of CO in the Basin, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections.
- *Fine Particulate Matter.* PM_{10} consists of extremely small, suspended particles or droplets 10 microns or smaller in diameter. Some sources of PM_{10}, like pollen and windstorms, are naturally occurring. However, in populated areas, most PM_{10} is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.
- *Toxic Air Contaminants.* Toxic air contaminants refer to a diverse group of air pollutants that can affect human health, but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above, but because their effects tend to be local rather than regional.

Existing Regional Air Quality

The entire Basin is designated as a federal-level nonattainment area for ozone (extreme), CO, and PM_{10}. It has recently improved from nonattainment to attainment with the federal standard for nitrogen dioxide (NO_2)—a pure form of NO_x. The Basin is a State-level nonattainment area for ozone, CO (Los Angeles County only), and PM_{10}.

In an effort to monitor the various concentrations of air pollutants throughout the Basin, the SCAQMD has divided the region into 27 source receptor areas (SRAs) in which 31 monitoring stations operate. The City of Lynwood is located within SRAs 4 (South Coastal Los Angeles

County) and 12 (South Central Los Angeles County) with the Century Freeway separating the two. As such, the proposed project site is located within SRA 12. Table 3.2-1 identifies the federal and State air quality standards for relevant air pollutants along with the ambient pollutant concentrations that have been monitored within SRA 12 through the period of 1998 to 2000.

Existing Local Air Quality

Land uses in the vicinity of the project site include commercial, industrial, and residential uses. Residential uses are located to the north, northwest, and east of the project site. Local emissions sources include: stationary activities, such as space and water heating, landscape maintenance, and consumer products, industrial processes, and mobile sources—primarily automobile and truck traffic. Industrial uses are located immediately east of the proposed project, east of Wright Road. Commercial uses are concentrated along the Atlantic Boulevard commercial corridor to the west of the proposed project site.

Motor vehicles are the primary source of pollutants within the project vicinity. Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or State standards for CO are termed CO "hotspots." Section 9.4 of the SCAQMD's *CEQA Air Quality Handbook* identifies CO as a localized problem requiring additional analysis when a project is likely to subject sensitive receptors to CO hotspots.

The SCAQMD recommends the use of CALINE4, a dispersion model for predicting CO concentrations, as the preferred method of estimating pollutant concentrations at sensitive receptors near congested roadways and intersections. For each intersection analyzed, CALINE4 adds roadway-specific CO emissions calculated from peak hour turning volumes to ambient CO air concentrations. For this analysis, CO concentrations were calculated based on a simplified CALINE4 screening procedure developed by the Bay Area Air Quality Management District and accepted by the SCAQMD. The simplified model is intended as a screening analysis, which identifies a potential CO hotspot based on maximum localized CO concentrations.

Maximum CO concentrations were calculated for the A.M. peak hour traffic volumes at the Martin Luther King Jr. Blvd./Wright Road intersection adjacent to the project. The results of these calculations are presented in Table 3.2-2 for representative receptors located 50, 100, and 300 feet from each roadway. As shown, existing CO concentrations near these intersections do not exceed the 1-hour ambient air quality standards. However, the existing maximum 8-hour background CO concentrations registered in SRA 12—where the project site is located—have historically exceeded the federal and State standards a few days per year (reference Table 3.2-1). The roadway traffic increase localized concentrations by a very small amount—a maximum of 0.4 parts per million (ppm) above the background levels over an 8-hour period.

TABLE 3.2-1 SUMMARY OF AMBIENT AIR QUALITY IN THE PROJECT VICINITY

Pollutant	*Air Quality Standards*	*Year*		
		1998	*1999*	*2000*
SRA 12—South Central Los Angeles County				
Ozone				
Maximum 1-hour concentration		0.09 ppm	0.12 ppm	0.09 ppm
Number of days exceeding federal 1-hour standard	>0.12 ppm	0	0	0
Number of days exceeding State 1-hour standard	>0.09 ppm	0	1	0
Maximum 8-hour concentration		0.06 ppm	0.06 ppm	0.06 ppm
Number of days exceeding federal 8-hour standard	>0.08 ppm	0	0	0
Carbon Monoxide (CO)				
Maximum 1-hour concentration		17.0 ppm	19.0 ppm	13.0 ppm
Number of days exceeding federal 1-hour standard	>35.0 ppm	0	0	0
Number of days exceeding State 1-hour standard	>20.0 ppm	0	0	0
Maximum 8-hour concentration		13.4 ppm	11.0 ppm	10.0 ppm
Number of days exceeding federal 8-hour standard	≥9.5 ppm	10	8	2
Number of days exceeding State 8-hour standard	>9.0 ppm	11	10	6

ppm: Parts by volume per million of air.
μg/m³ Micrograms per cubic meter of air.
PM_{10} is not monitored in SRA 12.

Source: SCAQMD, 2001. http://www.aqmd.gov/smog.

TABLE 3.2-2 EXISTING LOCALIZED CARBON MONOXIDE CONCENTRATIONS

Intersection	*CO Concentrations in Parts per Million*					
	50 feet		*100 Feet*		*300 Feet*	
	1-Hour	*8-Hour*	*1-Hour*	*8-Hour*	*1-Hour*	*8-Hour*
Martin Luther King Jr./Wright Rd.	19.6	11.4	19.4	11.3	19.2	11.1

Federal 1-hour standard is 35.0 parts per million. State 1-hour standard is 20.0 parts per million.
Federal 8-hour standard is 9.5 parts per million. State 8-hour standard is 9.1 parts per million.
Based on the year 2000 ambient CO concentrations identified in Table 3.2-1.

Source: EIP Associates, 2001. Calculation sheets are provided in Appendix C.

Existing Site Emissions

The project site contains a 10-acre city park and 47 residential dwelling units. Existing air emissions from the site are generated by space and water heaters, landscape maintenance equipment, consumer products, and automobile trips. The existing average daily emissions generated by the park and residential uses have been estimated using the URBEMIS7G computer model recommended by the SCAQMD. The results of these calculations are presented in Table 3.2-3.

TABLE 3.2-3 EXISTING PROJECT SITE DAILY EMISSIONS

Emissions Source	*Emissions in Pounds per Day*			
	CO	*VOC*	*NOx*	*PM₁₀*
Water and Space Heating	0.3	0.1	0.6	0.0
Landscape Maintenance	1.6	0.2	0.0	0.0
Consumer Products	--	2.3	--	--
Motor Vehicles	42.6	6.5	6.9	3.9
Total Emissions	44.5	9.1	7.5	3.9

Source: EIP Associates, 2001. Computer print-out sheets are provided in Appendix C.

3.2.2 Regulatory Framework

Air quality within the Basin is addressed through the efforts of various federal, State, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality within the Basin are discussed below.

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (U.S. EPA) is responsible for setting and enforcing the federal ambient air quality standards for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The U.S. EPA also jurisdiction over emissions sources outside State waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a state implementation plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs.

California Air Resources Board

The California Air Resources Board (ARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, the ARB conducts research, sets State ambient air quality standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and

barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy and community development, and the environment.

Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use, and energy conservation measures that affect air quality. SCAG's *Regional Comprehensive Plan and Guide* (RCPG) provides growth forecasts that are used in the development of air quality-related land use and transportation control strategies by the SCAQMD. The RCPG is a framework for decision-making for local governments, assisting them in meeting federal and State mandates for growth management, mobility, and environmental standards, while maintaining consistency with regional goals regarding growth and changes through the year 2015, and beyond. Policies within the RCPG include consideration of air quality, land use, transportation, and economic relationships by all levels of government.

South Coast Air Quality Management District

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with SCAG, county transportation commissions, local governments, and cooperates actively with all federal and State government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. The most recent of these was adopted by the Governing Board of the SCAQMD on November 16, 1996. This AQMP, referred to as the 1997 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high pollutant levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. An amendment to the ozone portion of the 1997 AQMP was adopted by the Governing Board on December 10, 1999. Principal control measures of the AQMP focus on adoption of new regulations or enhancement of existing regulations for stationary sources and implementation/facilitation of advanced transportation technologies (i.e., telecommunication,

zero emission and alternative-fueled vehicles and infrastructure, and both capital and non-capital transportation improvements). Capital improvements consist of high occupancy vehicle (HOV lanes, transit improvements, traffic flow improvements, park and ride and intermodal facilities, and urban freeway, bicycle, and pedestrian facilities. Non-capital improvements consist of rideshare matching and transportation demand management activities derived from the congestion management program.

The future air quality levels projected in the 1997 AQMP and the 1999 Amendment are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by SCAG in its most current version of the RCPG. The AQMP also assumes that general development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation.

City of Lynwood

The City of Lynwood implements transportation control measures as outlined in the AQMP in its land use planning decisions and policies. Examples of measures utilized to implement the AQMP include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects within its jurisdiction, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

3.2.3 Thresholds of Significance

According to the *CEQA Guidelines*, a project may have a significant air quality impact if it would

- Conflict with or obstruct implementation of the applicable air quality plan
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)
- Expose sensitive receptors to substantial pollutant concentrations
- Create objectionable odors affecting a substantial number of people

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make these determinations. As the agency principally responsible for comprehensive air pollution control in the Basin, the SCAQMD

recommends that projects should be evaluated in terms of air pollution control thresholds established by the SCAQMD and published in the *CEQA Air Quality Handbook*.

3.2.4 Project Impacts

According to preliminary impact screening criteria published in the SCAQMD's *CEQA Handbook*, the proposed project would not be likely to result in significant air quality impacts associated with operation or construction. The SCAQMD recommends independent analysis of projects, rather than reliance on the preliminary screening criteria. Analyses described below were conducted to calculate the potential operational and constructional impacts of the proposed project.

Construction

Less-than-Significant Impacts

Construction activities are expected to occur in phases over a period of approximately 16 months. Three basic types of activities would be expected to occur and generate emissions during construction. First, existing structures and facilities at the site would be demolished, and existing parking surfaces cleared. Following demolition, the development sites would be prepared (graded) to accommodate the new building foundations and parking areas. The buildings would then be constructed and readied for use.

Because of the construction time frame, overlapping of building phases, and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Table 3.2-4, nonetheless, identifies daily emissions associated with typical equipment for the different construction phases envisioned for the project. These calculations also assume that appropriate dust control measures would be implemented during each phase of development as required by SCAQMD Rule 403—Fugitive Dust.

As shown, construction related daily emissions would not exceed SCAQMD significance thresholds for any of the criteria pollutants. Therefore, this impact would be ***less than significant***.

TABLE 3.2-4 ESTIMATED DAILY CONSTRUCTION EMISSIONS

Emissions Source	*Peak Day Emissions in Pounds per Day*				
	CO	*VOC*	*NO_x*	*SO_x*	*PM_{10}*
Demolition Phase					
Construction Equipment	5.4	2.2	18.1	1.7	1.7
On-Road vehicles	3.9	0.7	5.0	0.0	0.1
Structure Demolition	—	—	—	—	2.1
Total Emissions	*9.3*	*2.9*	*23.1*	*1.7*	*3.8*
SCAQMD Thresholds	550.0	75.0	100.0	150.0	150.0
Significant Impact?	No	No	No	No	No
Site Grading Phase					
Construction Equipment	8.4	1.1	22.4	2.5	1.5
On-Road Vehicles	0.5	0.2	0.3	0.0	0.0
Site Grading	—	—	—	—	12.8
Total Emissions	*8.9*	*1.3*	*22.6*	*2.5*	*14.4*
SCAQMD Thresholds	550.0	75.0	100.0	150.0	150.0
Significant Impacts?	No	No	No	No	No
Construction Phase					
Construction Equipment	12.8	3.6	32.5	2.5	2.4
On-Road Vehicles	1.6	0.6	0.9	0.0	0.2
Stationary Equipment	—	21.0	17.1	—	1.0
Asphalt Paving	—	1.0	—	—	—
Architectural Coatings	—	37.0	—	—	—
Total Emissions	*14.5*	*63.3*	*50.5*	*2.5*	*3.5*
SCAQMD Thresholds	550.0	75.0	100.0	150.0	150.0
Significant Impact?	No	No	No	No	No

Source: EIP Associates, 2001. Calculation sheets are provided in Appendix C.

Operations

Less-than-Significant Impacts

Daily Operational Emissions

Operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment. Mobile emissions would be generated by the motor vehicles traveling to and from the project site.

The analysis of daily operational emissions has been prepared utilizing the URBEMIS7G computer model recommended by the SCAQMD. The results of these calculations are presented in Table 3.2-5 along with the existing emissions generated at the site and the daily operational thresholds of significance recommended by the SCAQMD. As shown, the net increase in operational emissions associated with the proposed project would not exceed SCAQMD thresholds. Therefore, this impact would be ***less than significant***.

TABLE 3.2-5 PROJECT DAILY OPERATIONAL EMISSIONS

Emissions Source	*Emissions in Pounds per Day*			
	CO	*VOC*	*NOx*	*PM₁₀*
Water and Space Heating	0.0	0.0	0.0	0.0
Landscape Maintenance	0.8	0.1	0.0	0.0
Motor Vehicles	171.2	56.4	30.4	16.1
Total Emissions [a]	172.0	56.5	30.4	16.1
Existing Site Emissions [b]	-44.5	-9.1	-7.5	-3.9
Net Increase	127.5	47.4	22.9	12.2
SCAQMD Thresholds	**550.0**	**55.0**	**55.0**	**150.0**
Significant Impact?	**No**	**No**	**No**	**No**

a Assumes that all school trips are new to the region.

b Reference Table 3.2-3.

Source: EIP Associates, 2001. Computer print-out sheets are provided in Appendix C.

It should be noted that the emissions identified in Table 3.2-5 actually overstate the emissions that would generated by the project. This is because approximately half of the student population is currently housed in the existing high school but this analysis calculates emissions as if the entire student population of the new high school would be new students within the district. For example, vehicular trips currently exist from local students traveling to schools located farther away than the proposed school site. The new school would result in the redistribution of student trips within the new school enrollment boundaries. The lengths of these trips are expected to be reduced since students would travel shorter distances to and from school. Only the trips associated with school employees and deliveries (approximately 430 trips) would be new to the region, and these would be less than those generated by the existing uses at the site (approximately 539 trips). In this manner, the proposed project may not result in any overall increase in regional emissions.

Localized CO Concentrations

As was done to assess existing localized CO concentrations, the simplified CALINE4 screening procedure was used to predict future CO concentrations at the Martin Luther King Jr./Wright Road intersection in 2003 when the project is expected to be completed. The results of these calculations are presented in Table 3.2-6. As shown, future CO concentrations near this intersection would not exceed the 1-hour ambient air quality standards. However, the 8-hour

concentrations would continue to exceed both federal and State standards since the existing maximum 8-hour background CO concentrations registered in SRA 12—where the project site is located—exceed the federal and State standards a few days per year (reference Table 3.2-1). In these instances, the SCAQMD considers a significant impact to occur when the project would increase localized concentrations by 0.45 parts per million (ppm) or more above the no-project background levels. Traffic generated by the proposed project would increase the localized CO concentrations by a maximum of 0.1 ppm over an 8-hour period. These amounts would not exceed the SCAQMD's threshold and the impact would be ***less than significant***.

TABLE 3.2-6 FUTURE LOCALIZED CARBON MONOXIDE CONCENTRATIONS

Intersection/Condition	*CO Concentrations in Parts per Million*					
	50 feet		*100 Feet*		*300 Feet*	
	1-Hour	*8-Hour*	*1-Hour*	*8-Hour*	*1-Hour*	*8-Hour*
Martin Luther King Jr. Blvd./Wright Rd.						
Future without Project	19.5	11.4	19.4	11.3	19.2	11.1
Future with Project	19.7	11.5	19.5	11.3	19.2	11.2
Increase	0.2	0.1	0.1	0.0	0.0	0.1
SCAQMD Threshold	1.0	0.45	1.0	0.45	1.0	0.45
Significant Impact	No	No	No	No	No	No

Federal 1-hour standard is 35.0 parts per million. State 1-hour standard is 20.0 parts per million.
Federal 8-hour standard is 9.5 parts per million. State 8-hour standard is 9.1 parts per million.
Based on the year 2000 ambient CO concentrations identified in Table 3.2-1.

Source: EIP Associates, 2001. Calculation sheets are provided in Appendix C.

AQMP Consistency Analysis

The Initial Study prepared for this project concluded that the proposed project would not conflict with or obstruct implementation of the AQMP. The AQMP is based upon plans and growth projections, with which the project is compatible, and air quality control measures, such as transit use and carpooling, that are to be implemented by local jurisdictions. The project would provide bicycle racks and the proposed site plan includes a designated drop-off zone for buses and vehicles. The project would not cause a significant impact related to the AQMP.

Creation of Odors

The food service (cafeteria) facility of the school has the potential to generate some airborne odors during limited times of the day when food is prepared or heated. Compliance with standard building code regulations governing ventilation of cooking vents to the exterior of buildings would substantially reduce these odors to a less-than-significant level.

Other potential odors include automobile or bus exhaust fumes. Idling of buses and automobiles would occur once in the morning (student drop-off) and once in the afternoon

(student pick-up). The parking area is located in the southern part of the site, across Palm Avenue from the nearest residences. The 50-foot-plus distance from these homes is adequate to provide the dispersion of automobile and bus exhaust fumes and the dilution of potential odors.

Based on this information, the proposed project would not create objectionable odors affecting a substantial number of people. The industrial uses in the project vicinity mostly include activities such as shipping and warehousing. These activities typically are not sources of objectionable odor. Therefore, the proposed project would also not be affected by existing objectionable odors.

3.2.5 Cumulative Impacts

The SCAQMD's *CEQA Air Quality Handbook* identifies possible methods to determine the cumulative significance of land use projects. These methods differ from the methodology used in other cumulative impact analyses in which all foreseeable future development within a given service boundary or geographical area is predicted and its impacts measured. The SCAQMD has not identified thresholds to which the total emissions of all cumulative development can be compared. Instead, the SCAQMD's methods are based on performance standards and emission reduction targets necessary to attain the federal and State air quality standards as predicted in the AQMP.

As discussed previously, the 1997 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. According to the *CEQA Air Quality Handbook*, projects which are consistent with the AQMP performance standards and emission reduction targets should be considered less-than-significant unless there is other pertinent information to the contrary. Since the proposed project is consistent with the AQMP, there is no significant cumulative impact related to this plan.

The method employed for this analysis is that the project shows that the project would reduce the rate of growth in vehicle miles traveled (VMT) and trips. This is generally done by quantifying the effectiveness of any mitigation measures proposed by or for the project. In the case of this project, however, the operational air quality impacts of the project are not considered to be significant and no mitigation measures are recommended. The project would provide bicycle racks and the proposed site plan includes a designated drop-off zone for buses and vehicles, both of which would reduce the number of vehicles that would need to travel to and from the site and are consistent with air quality control measures identified in the AQMP. In addition, the new school would result in the redistribution of student trips within the new school enrollment boundaries. The lengths of these trips are expected to be reduced since students would travel shorter distances to and from school. Only the trips associated with school employees and deliveries (approximately 430 trips) would be new to the region, and these

would be less than those generated by the existing uses at the site (approximately 539 trips). In this manner, the proposed project may not result in any overall increase in regional emissions.

For these reasons, the proposed project would reduce the rate of growth in VMT and trips, and not 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. Cumulative air quality impacts would be ***less than significant***.

3.3 Biological Resources

This section describes existing vegetation, landscaping, and biological resources within the project site, and evaluates potential project-related impacts to those resources. The Initial Study prepared for this project (included in Appendix A) identified no impacts to riparian habitat or other sensitive natural communities, federally protected wetlands, or local policies or ordinances related to biological resources, or adopted habitat conservation plans. The Initial Study also identified less-than-significant impacts candidate, sensitive, or special-status species and movement of any native resident or migratory fish or wildlife species. The analysis in this EIR is therefore focused on determining whether the proposed project would result impact any sensitive species, including migratory bird species. Because much of the project site is urban in character and has been previously developed, the emphasis of the analysis is on landscaping and migratory birds. This section relies upon information gathered in a reconnaissance level survey conducted in July 2001 by EIP Associates.

3.3.1 Existing Conditions

The 14.8 acre proposed site is bounded by Martin Luther King Jr. Blvd. to the north, Wright Road to the east, Cortland Avenue to the south, and Louise, Walnut and Granada Avenues on the west (refer to Figure 2-3 [Existing Conditions]). The entire site is developed with of recreational open space, recreational facilities, and residential dwellings. The site is surrounded on the north, west, and south with residential uses, including single-family residences and duplexes. Commercial and manufacturing uses are located to the east, across Wright Street.

The existing 10-acre Ham Memorial Park includes 8.1 acres of turf and playground, in addition to paved areas. The remainder of the site is occupied by residential and related structures (e.g., garages) and landscaped front, side, and rear yards. Because of the urbanized nature of the site and the surrounding area, and the lack of vacant or soil-exposed areas, provide little opportunity for biota other than common, urban-acclimated, and ornamental species with the exception of a limited potential for raptors. There are approximately 40 mature trees located within the proposed site, along with numerous shrubs and smaller trees located within the residential portion of the site. Approximately 11 trees have the potential to attract a raptor for nesting purposes during the appropriate season. This determination is based upon tree species, and height (trees greater than 50 feet exhibit the potential for raptor nests). The tree population primarily consists of deciduous ornamentals, along with some coniferous trees (e.g., Canary Island Pines) are also present. An inspection of these trees revealed no raptor nests, abandoned or otherwise.

Although no reptiles were observed during the field reconnaissance in July 2001, the site may contain small numbers of western fence lizards (*Sceipporus occidentalis*), gopher snakes (*Pituophis*

melanoleucus), or alligator lizards (*Gerrhonotus multicarnatus*). Small rodent species are also expected to occur within the site or the surrounding area, including pocket gopher (*Thomomys bottae*), Eastern fox or red squirrel (*Sciurus niger*), feral cats (*Felis domesticus*), Virginia opossum (*Didephis virginiana*) Norway rat (*Rattus norvegicus*) and house mouse (*Mus musculus*). The presence of these rodents could also attract larger mammals, including striped skunk (*Mephitis mephitis*) and raccoon (*Procyon lotor*).

Bird species observed during the field reconnaissance include American crow (*Corvus brachyrhynchos*) and house sparrows (*Passer domesticus*). Other common species anticipated to occur on the site and the surrounding area, include house finch (*Carpodacus mexicanus*), California towhee (*Pipilo fuscus*) northern mockingbird (*Mimus polyglottos*) and black phoebe (*Sayornis nigricans*), Anna's hummingbird (*Calypte anna*), American robin (*Turdus migratorius*) European starling (*Sturnis vulgaris*) rock dove (*Columba livia*) and California seagull (*Larus californicus*).

3.3.2 Regulatory Framework

Migratory Bird Treaty Act of 1918

Under Title 16, Parts 703 to 711 of the United States Code (16 USC 703-711), the Migratory Bird Treaty Act renders unlawful the take of any migratory bird listed in Title 50, Part 10 of the Code of Federal Regulations (50 CFR 10), including "nests, eggs, or products." This regulation is pertinent to tree removal required for a proposed project, or any project-related disturbance that could affect nesting migratory birds. It could require that elements of a proposed project (particularly vegetation removal) be reduced or eliminated during critical phases of the nesting cycle unless surveys by a qualified biologist demonstrate that nests, eggs, or nesting birds will not be disturbed, subject to approval by the California Department of Fish and Game and/or the United State Fish and Wildlife Service. Disturbance that causes nest abandonment and/or loss of reproductive effort (killing or abandonment of eggs or young) is considered "taking."

City of Lynwood General Plan Open Space and Conservation Element

Because Lynwood is an urban environment that is almost completely built out, existing and potential natural resources and open space are limited. Many of the conservation concerns relevant to less-developed cities are not applicable to Lynwood. The City does not contain any forests, bodies of water, or agricultural land, nor is it home to substantial plant or wildlife habitat. Therefore, the focus of the policies in the General Plan are on parks and open space, rather than biological resources. No City planning policies relevant to biological resources exist.

3.3.3 Thresholds of Significance

Implementation of the proposed project would result in a significant biological resources impact if the project would do either of the following:

- Have a substantial adverse effect, either directly or through habitat modifications, on any candidate, sensitive, or special status species
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors
- Impede the use of native wildlife nursery sites

3.3.4 Project Impacts

Less-than-Significant Impacts

Migratory Species

The proposed site is in an urbanized area and is currently occupied by single-family residences and turf-covered parkland. No migratory wildlife corridors or native wildlife nursery sites are present on the proposed site or in the surrounding area. Removal of mature trees during construction could result in removal of occupied bird nests. Because of the urbanized nature of the setting, and the absence of nests at the project site during a field survey, the potential for removal of occupied nest is considered low, and impacts would be less than significant.

Mitigation Measures

Although impacts would be less than significant, the following measure is recommended to ensure that, under the remote possibility that a nest is established on the project site prior project construction, the following mitigation would ensure that impacts would remain less than significant.

BIO-1: If any active migratory bird nests are identified, the District shall consult with the U.S. Department of Fish and Wildlife Service and/or the California Department of Fish and Game to develop specific mitigation measures. The mitigation measures may consist of delaying construction, removing nest and nestlings and raise by hand at a qualified facility, or taking the nest and nestlings under agency auspices, or other appropriate measures. The mitigation shall be implemented at the direction of the appropriate agency and shall take place in a timeframe that is deemed appropriate by the agency. The mitigation shall be deemed as complete once the tree is removed or the nest/nestlings are removed, according to the specifications of the relevant agency.

3.3.5 Cumulative Impacts

The cumulative impact analysis considers development of the proposed project, in conjunction with three new elementary schools, a new middle school, expansion of Agnes and Lugo Elementary Schools, replacement of temporary classrooms with permanent structures at other

existing schools, and renovation of existing schools, combined with development in the City of Lynwood and the adjacent communities.

Development of new schools or expansion of existing school sites would involve modification of those sites, which would include removal of existing specimen trees that could provide habitat for raptors and other migratory birds. Replacement of temporary buildings with permanent structures or renovation of existing schools is not likely to result in substantial loss of existing trees and landscaping at those sites. Development of the other related projects in Lynwood and the adjacent communities has the potential to result in the loss of mature trees at those individual locations. Some of these potential impacts may be limited by development standards, including a tree preservation ordinance in the City of South Gate (Chapter 5.33 of the Municipal Code). However, because of the urbanized nature of the City of Lynwood and the adjacent cities, the potential for removal of mature trees at individual sites to result in impacts to migratory birds (including raptors) is low, and therefore the proposed project, in combination with the related projects, would not result in a substantial cumulative adverse impact to protected migratory species. Therefore, the proposed project, in combination with other past, present, and probable future projects would not result in substantial adverse impacts to biological resources, and cumulative impacts would be ***less than significant***.

3.4 Cultural Resources

The Initial Study prepared for the proposed project (which is included in Appendix A of this document) determined that the proposed project would not result in significant impacts to paleontological resources. The analysis in this EIR section is focused on the potential effects of the proposed project on historic and archaeological resources, including the Haymer T. Abbott Residence, located at 11555 Wright Road, within the existing boundaries of the park. This section summarizes the information presented in the *Historical Resources Impact Assessment* prepared by Greenwood and Associates (Appendix B).

3.4.1 Existing Conditions

Physical Setting

John D. Ham Memorial Park and the adjacent neighborhood that comprise the project area are located in the eastern reaches of the City of Lynwood, in central Los Angeles County. The site is situated northwest of the 710 (Long Beach) Freeway/105 (Glen Anderson) Freeway interchange and two blocks west of the Los Angeles River. Ham Memorial Park is a 10.2-acre City owned property bounded on the north by Martin Luther King Jr. Boulevard, and by Wright Road on the east side. Bounding the park on the south is Cortland Avenue, and residential properties fronting on Louise Avenue form the western park boundary. The park exists in a fully urbanized environment of mixed residential and light industrial development. Residential development in the neighborhood generally dates to the 1930s through 1950s. Light industrial development in the park area is concentrated along the east side of Wright Road, and dates to the 1940s through the 1980s.

The proposed project site includes the Abbott Residence, which was reportedly built in 1889 and, while possibly moved from an earlier location, is documented as having existed on its current site since 1907. No building permits are on file for the structure and alterations to the original structure include a rear addition, replacement of windows and doors, and replacement of the original porch deck with one of concrete. The house has also been affected by deferred maintenance, such as deteriorating siding, roof shingles, and roof framing. The integrity of the historical setting of the house has been compromised through the removal of associated buildings, vegetation, and other changes brought about by the development of Ham Memorial Park and the surrounding neighborhood. A fire also occurred at the Abbott House in the recent past. However, based on an exterior visual inspection, it does not appear that the fire affected the historic integrity of the structure.

No interior inspection of the Abbott residence was possible prior to preparation of the EIR. The structure's interior is inaccessible due the fire that occurred in the house. A request was made to the City of Lynwood to permit access to the structure's interior on two occasions. The

3.9 Noise

This section describes the existing noise setting and describes the potential for the project to result in construction or operational impacts, and the potential for existing noise conditions to affect the proposed use of the site. The Initial Study prepared for this project (included in Appendix A) determined that the project would not expose people to excessive groundborne vibration or groundborne noise levels, or expose people at the site to excessive aircraft noise levels. This section of the EIR is focused on the potential for the proposed project to generate substantial noise levels during construction and operation.

3.9.1 Existing Conditions

Fundamentals of Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

TABLE 3.9-1 TYPICAL SOUND LEVELS MEASURED IN THE ENVIRONMENT AND INDUSTRY

Noise Source (Distance)	*A-Weighted Sound Level (dBA)*	*Subjective Impression*
Civil Defense Siren (100')	130	Pain Threshold
Jet Takeoff (200')	120	
Rock Music Concert (50')	110	
Pile Driver (50')	100	Very Loud
Ambulance Siren (100')	90	
Pneumatic Drill (50')	80	
Freeway (100')	70	Moderately Loud
Vacuum Cleaner (10')	60	
Light Traffic (100')	50	
Large Transformer (200')	40	Quiet
Soft Whisper (5')	0–30	Threshold of Hearing

Source: Arnold Peterson and Ervin Gross, 1963; Ogden Environmental, 1992.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Table 3.9-1 lists noise levels for common events in the environment and industry.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq}, the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 10 dBA "penalty" added to noise during the hours of 10:00 P.M. to 7:00 A.M., and an additional 5 dBA penalty during the hours of 7:00 P.M. to 10:00 P.M. to account for noise sensitivity in the evening and nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 45 dBA, moderate in the 45–60 dBA range, and high above 60 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated natural settings that can provide noise levels as low as 20 dBA, and quiet suburban residential streets that can provide noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA). Generally, a difference of 3 dBA over 24 hours is a barely-perceptible increase to most people. A 5-dBA increase is readily noticeable, while a difference of 10 dBA would be perceived as a doubling of loudness.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors such as the weather and reflecting or shielding also help intensify or reduce the

noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA. Noise from stationary or point sources is reduced by about 6 dBA for every doubling of distance. Noise levels may also be reduced by intervening structures—generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 dBA with closed windows. The exterior-to-interior reduction of newer homes is generally 30 dBA or more.

Noise Conditions at the Project Site

The project is proposed to be located on a site that is between 1,000 and 1,200 feet west of the Long Beach Freeway (I-710) and between 1,200 and 1,400 feet north of the Century Freeway (I-105). These two transportation corridors are the dominant sources of background noise in the project vicinity. Martin Luther King Jr. Boulevard and Wright Road are local thoroughfares that are immediately adjacent to the north and east of the project site respectively, and are the primary sources of noise at the project site.

Existing daytime noise levels were measured at five locations on the project site in order to identify representative noise levels in the various planning areas. These locations are identified in Figure 3.9-1 along with the average noise levels and sources of noise measured at each location. These daytime noise levels are characteristic of an urban residential environment.

Average 24-hour on-site noise levels have also been calculated for the roadways adjacent to the project site. Table 3.9-2 identifies the noise levels calculated for reference locations 100 feet from each roadway centerline as well as the calculated distance from the roadway centerline to three noise level contours. The noise levels identified in Table 3.9-2 are characteristic of an urbanized environment.

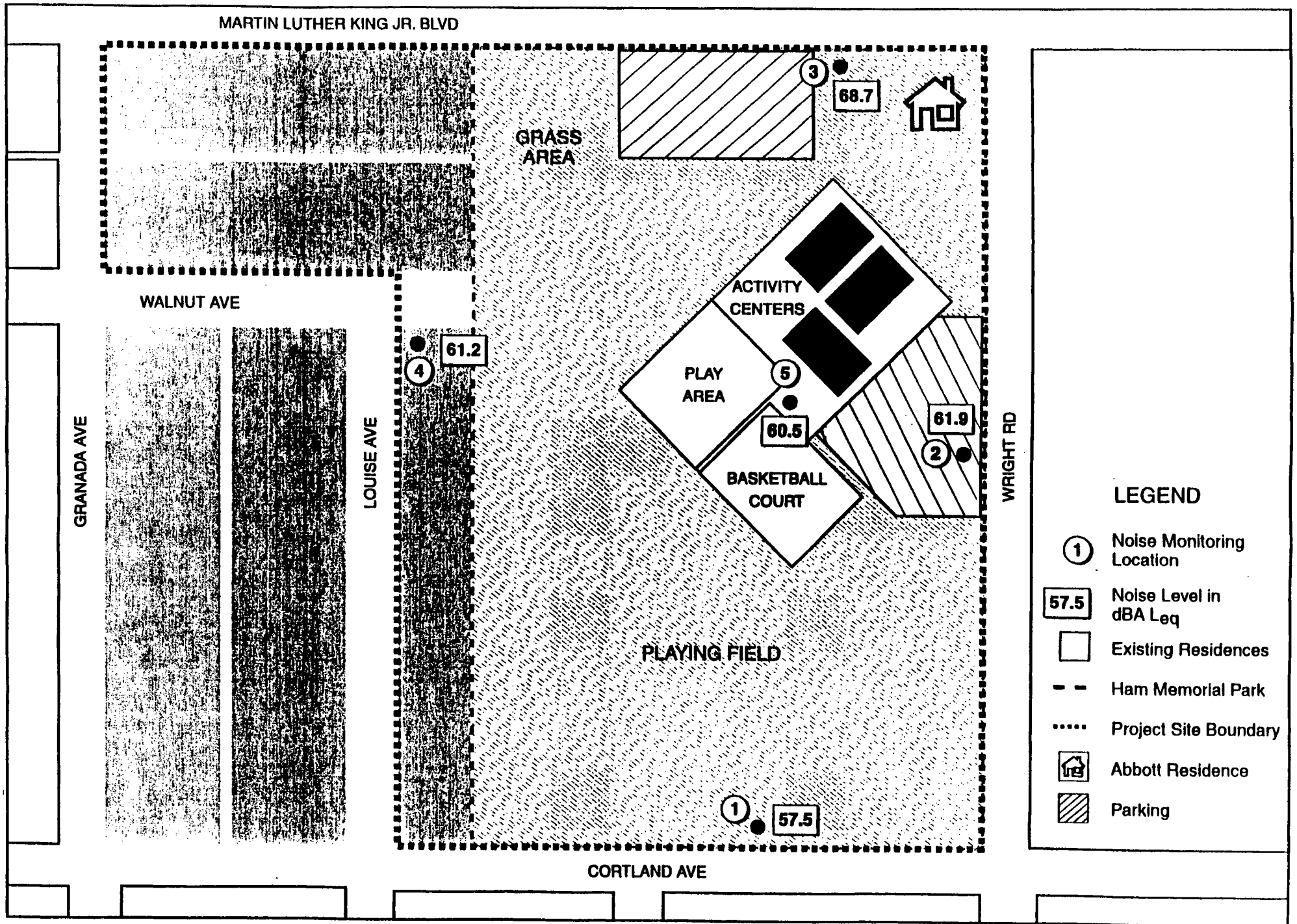
TABLE 3.9-2 EXISTING ON-SITE NOISE LEVELS

Roadway Segment	*CNEL at 100 Feet*	*Distance to Noise Contour*		
		70 CNEL	*65 CNEL*	*60 CNEL*
Martin Luther King Jr. Blvd., west of Wright	60.4	—	49	106
Wright Road, south of Martin Luther King Jr.	57.9	—	34	72

Distances are in feet from roadway centerline.

— Noise contour is located within the roadway lanes.

Source: EIP Associates, 2001. Calculation data and results are provided in Appendix F.



Not to Scale

SOURCE: City of Lynwood Land Use Map 1990

10613-00

EIP

FIGURE 3.9-1

Noise Measurement Locations

Lynwood Unified School District

Other adjacent uses are minor contributors to the noise environment. The proposed project is located in an urbanized area. Residential uses, including single- and multi-family, are located adjacent to the project site to the north, west, and south sides. The industrial area to the east of the project site includes light industries (printing, shipping, warehouse, etc.). These existing industries are required to comply with the Lynwood City Code (discussed later in this EIR section) to be within the ambient noise level thresholds. These uses do not generate substantial amounts of noise.

Sensitive receptors include nearby residences. The closest sensitive receptors are located approximately 100 feet from the project site to the north, south, and west.

3.9.2 Regulatory Framework

City of Lynwood General Plan

The California Government Code requires that a noise element be included in the general plan of each county and city in the state. The Noise Element of the *City of Lynwood General Plan* is a comprehensive program for including noise control in the planning process. It is a tool that Lynwood planners use to achieve and maintain compatible land uses with environmental noise levels.

The Noise Element incorporates noise standards developed by the U.S. Environmental Protection Agency (U.S. EPA) and the California Department of Health Services, Office of Noise Control as the primary tools with the City uses to assess the compatibility between land uses and outdoor noise. Based on these standards, exterior noise levels of 60 dBA CNEL and lower are "normally acceptable" for noise sensitive uses such as residential uses and schools. Such uses should be discouraged where noise levels exceed 60 dBA CNEL unless proper mitigation measures are incorporated into projects. These measures include minimization of glass surfaces and/or provision of double-paned windows, and insulation of walls, ceilings, and doors.

City of Lynwood Noise Ordinance

The Noise Ordinance of the Lynwood City Code states that it is unlawful for any person to create any noise on any street, sidewalk, or public place adjacent to any school while it is in use, provided conspicuous signs are displayed on the street, sidewalk, or public place indicating the presence of a school (Code 3-12.9).

The Noise Ordinance of the Lynwood City Code establishes the following ambient noise standards for the R1 and R2 (see section 3.8 [Land Use]) zones:

- 60 dBA L_{eq} between 7:00 A.M. and 7:00 P.M.

- 55 dBA L_{eq} between 7:00 P.M. and 10:00 P.M.
- 50 dBA L_{eq} between 10:00 P.M. and 7:00 A.M.

A violation will occur if the ambient noise standards are exceeded by more than 5 dBA at the property line (Code 3-12.4 and 3-12.6).

The Ordinance prohibits any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of 10:00 P.M. of one day and 7:00 A.M. of the next day in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit therefore has been duly obtained from the Chief of Police (Code 3-12.12).

3.9.3 Thresholds of Significance

Appendix G of the CEQA Guidelines suggests that a project may result in significant noise effects if it would do any of the following:

- Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
- Create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
- Create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project

However, the CEQA Guidelines do not define "substantial" in quantitative terms. Therefore, the following thresholds of significance were developed for this analysis based on community responses to noise and on the regulatory framework discussed previously in this section. Noise impacts are considered significant if one or more of the following conditions would result from implementation of the proposed project:

- Generate noise levels that would conflict with the Noise Chapter of the Lynwood General Plan or violate the Noise Ordinance standards
- Cause a permanent increase of 3 dBA or more at noise sensitive locations where the resulting exterior level would exceed 60 dBA CNEL; this 3-dBA increase would represent a perceptible increase to an environment with conditions that are already louder than normally acceptable

- Cause a permanent increase of 5 dBA or more at noise sensitive locations where the resulting level would be less than 60 dBA CNEL; this 5-dBA increase would represent a readily perceptible increase in the existing noise environment

Any increase in noise that is less than 3 dBA would not be perceptible, and therefore would be less than significant.

3.9.4 Project Impacts

Potentially Significant Impacts

Construction

Impact N-1: Construction noise would temporarily increase daytime noise levels at nearby residential units.

Project construction would require the use of heavy equipment for site grading and excavation, installation of utilities, paving, and building fabrication. Construction would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

The U.S. EPA has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. These data are presented in Table 3.9-3. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6.0 dBA per doubling of distance. For example, a noise level of 68 dBA measured at 50 feet from the noise source to the receptor would reduce to 62 dBA at 100 feet from the source to the receptor, and further reduce by another 6.0 dBA to 56 dBA at 200 feet from the source to the receptor.

TABLE 3.9-3 TYPICAL OUTDOOR CONSTRUCTION NOISE LEVELS

Construction Phase	*Noise Levels at 50 Feet (dBA L_{eq})*	*Noise Levels at 50 Feet with Mufflers (dBA L_{eq})*
Ground Clearing	84	82
Excavation, Grading	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

Source: EPA, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

The nearest sensitive receptors are the existing residences approximately 100 feet north, south, and west of the project boundary. Construction activities including heavy machinery would not

occur during nighttime hours, consistent with City Noise Ordinance requirements. However, construction noise levels could temporarily reach up to 83 dBA L_{eq} during the daytime. This is a substantial increase over the existing daytime noise levels at the existing residences. As such, impacts would be ***potentially significant***.

Mitigation Measures

N-1: The project contractor shall implement, but not be limited to, the following best management practices:

- No pile-driving will be permitted during the construction of the project
- Outdoor construction work on the project shall be limited to the hours of 7:00 A.M. to 10:00 P.M. on weekdays to the extent feasible
- All construction equipment with a high noise generating potential, including all equipment powered by internal combustion engines, shall be muffled or controlled
- All stationary noise generating equipment, such as compressors, shall be located as far as possible from existing houses
- Machinery, including motors, shall be turned off when not in use
- Mobile equipment shall not be allowed to run idle near existing residences

Incorporation of Mitigation Measure N-1 would reduce temporary impacts from construction noise to a ***less-than-significant*** level.

Operation

Impact N-2: Exterior noise levels at the project site would affect school use.

As shown in Table 3.9-2, the average noise levels at the project site would be just over 60 dBA CNEL. These noise levels would primarily result from traffic on Martin Luther King Jr. Boulevard and Wright Road. Noise generated by traffic on the nearby freeways would be attenuated by distance and shielded by the residences, industrial uses, and other obstructions between the freeways and the school site.

As discussed in section 3.9.3, the Noise Element of the *City of Lynwood General Plan* specifies land use compatibility standards. The standards specify that for a proposed school noise levels below 60 dBA CNEL would be "normally acceptable" and noise levels above 60 dBA CNEL would be "conditionally acceptable" as long as the school is constructed with appropriate noise mitigation features. These features include minimization of glass surfaces and/or provision of double-paned windows, and insulation of walls, ceilings, and doors. Current conventional construction with closed windows typically provides at least 30 dBA noise attenuation. Exterior noise levels

of just over 60 dBA CNEL at the proposed school site would be conditionally acceptable. Impacts would be ***significant***.

Mitigation Measures

N-2: The proposed high school shall incorporate design features and construction techniques such as minimization of glass surfaces and/or provision of double-paned windows, insulation of walls, ceilings and doors and fresh air supply systems or air conditioning, that will provide an interior noise environment that is below 50 dBA CNEL.

Mitigation Measure N-2 would reduce noise levels and any potential violation of the City Code to a ***less-than-significant*** level.

Less-than-Significant Impacts

Project operation would result from building mechanical equipment, increased traffic from buses, and other vehicles accessing the site, and activity of children around the school and the play fields. Building operations would require use of landscaping, heating, and cooling equipment. No mechanical equipment would be associated with the project that could cause violations of the Lynwood City Code at the adjacent residences. According to the traffic analysis (included as Appendix D), the project would generate a total of approximately 2,864 vehicle trips per day. In order to result in a perceptible noise increase (which would substantially affect adjacent residences) project-related trip generation would need to result in a doubling of traffic volumes on the adjacent streets. Given existing traffic volumes on Martin Luther King Jr. Blvd and Wright Road (8,750 and 4,300 vehicles per day, respectively), and the projected total project-related increase of 2,864 vehicles per day, the project would not result in a perceptible increase in ambient noise due to project traffic. Impacts would be less than significant.

School operations would include noise from students using the school and the playfields as well as noise from school bells. The playfields are proposed to be located on the southern portion of the project site. The residences to the north would be shielded by the noise from the playfields by the school buildings on the northern portion of the project site. However, the residences to the south and the west of the project could be affected by potential noise from the playfields. Other studies were reviewed for typical noise levels from playgrounds and ball fields, and the findings indicate that at distances of 100 to 300 feet, peak noise levels from a typical playground and ball field would be between 65 to 74 dBA L_{eq}, and average day-night noise levels during large events at the school ball fields would be less than 70 dBA CNEL. Activities at the recreational fields would be consistent with similar activities that currently occur within the existing park. As the existing noise environmental includes noise from the adjacent freeways,

See Section B (Text Changes in Part 2, Chapter II.

the ambient noise levels to the south and west of the project site are currently between 60 and 70 dBA CNEL.

Because intermittent noise from students and school bells would occur in the daytime and would not be unusual for a school in a populated residential area, the noise would not be expected to cause discomfort or annoyance to reasonable persons at residences adjacent to the site. Noise from school students would not be incompatible with the levels specified in the Lynwood City Code. Noise generated by school operations would be less than significant.

3.9.5 Cumulative Impacts

The cumulative impact analysis considers development of the proposed project, in conjunction with three new elementary schools, a new middle school, expansion of Agnes and Lugo Elementary Schools, replacement of temporary classrooms with permanent structures at other existing schools, and renovation of existing schools, combined with development in the City of Lynwood and the adjacent communities.

Intermittent construction noise related to individual projects could result in significant short-term noise impacts on adjacent sensitive land uses, such as residences. The duration of these localized impacts would be limited to the construction phases of the individual projects. All construction activities would be subject to regulation by local ordinances and requirements. As shown in Figures 2-1 and 2-2, the related projects are generally well dispersed throughout the City and surrounding area, and would not all be developed at the same time. Therefore, construction noise impacts from the related projects would not be anticipated to overlap. Cumulative impacts would be ***less than significant***. The dispersed location of related projects would also ensure that operational noise impacts from these projects would be ***less than significant.***

Cumulative increases in area-wide noise could occur due to increases in traffic. A discernable increase in noise from traffic would occur when traffic volumes are doubled. As discussed in section 3.13 (Traffic and Circulation), traffic increases from related development would be minimal and generally localized to the area immediately surrounding the project sites. Increased traffic volumes would not be sufficient to result in a substantial increase in noise levels. Therefore, cumulative noise impacts would be ***less than significant***.

3.10 Population and Housing

This section discusses the potential impacts on population and housing in the City of Lynwood and provides baseline data on the existing population and housing characteristics of the City of Lynwood, including the project area. The Initial Study prepared for the project (included as Appendix A) concluded that the proposed project would not induce substantial population growth, either directly or indirectly. The analysis in this EIR section focuses on the potential for the proposed project to result in the displacement of substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere. The description of existing conditions (section 3.10.2) provides an overview of Lynwood population growth trends and related changes in the housing needs of the City of Lynwood. Significant population and housing changes resulting from implementation of the proposed project are evaluated in the impact analysis discussion of this section. The data used in this section were obtained from various sources, including the United States Bureau of the Census, the Southern California Association of Governments (SCAG), the California Department of Finance, the City of Lynwood Housing Element of the General Plan, and the Relocation Plan prepared for the proposed project by Pacific Relocation Consultants. The Relocation Plan evaluates the present circumstances and rehousing requirements of the existing households that would be displaced by the proposed project. The Relocation Plan in its entirety is herby incorporated by reference; it is available for review at District offices.

3.10.1 Existing Conditions

Population, housing, and employment data are available on a city, county, regional, and state level. For the purposes of this EIR, data was collected and provided at a city and county level, in an effort to focus the analysis specifically on the City of Lynwood. The information contained within this section is largely based on information from the U.S. Census and the SCAG. These sources and documents are hereby incorporated by reference for data provided within the following texts and tables.

The residential uses on the proposed project site include 27 residential parcels composed primarily of very low- to low-income, single-family residences and duplexes, totaling 47 dwelling units.

Population

Growth Trends

The population of the City of Lynwood grew at a relatively rapid rate from 1970 to 2000. The largest increase occurred between 1980 and 1990, when the City's population increased by a total of 28 percent. Table 3.10-1 shows the population growth of the City of Lynwood since 1970.

During the last decade, the City of Lynwood has experienced a total population increase of 12.75 percent. During this most recent 10-year period, the population of the City of Lynwood increased from 61,945 to 69,845 persons. In 2000, the City's estimated population of 69,845 represented .00733 percent of Los Angeles County's total population (9,519,000).

TABLE 3.10-1 POPULATION GROWTH: CITY OF LYNWOOD (1970–2000)

Year	*Population*	*Decade Increase (%)*	*Average Annual Growth (persons/year)*
1970	43,354	—	—
1980	48,409	11.70	506
1990	61,945	27.96	1,354
2000	69,845	12.75	7,900

Source: US Census Bureau, California Department of Finance.

Households

A household is defined by the U.S. Census Bureau as a group of people who occupy a housing unit. A household differs from a dwelling unit because the number of dwelling units includes vacant dwelling units. It is important to note that not all of the population live in households; a portion live in group quarters, such as board and care facilities, while others are homeless.

Household Size

Small households (1–2 persons per household [pph]) traditionally reside in units with 0–2 bedrooms, while family households (3–4 pph) normally reside in units with 3–4 bedrooms. Large households (5 or more pph) reside in units with 4 or more bedrooms. However, the number of units in relation to the household size may also reflect preference and economics. Thus, many small households prefer, and obtain, larger units. Conversely, some large families live in small units for economic reasons.

Relative to population growth, housing units and households have seen less dramatic increases in Lynwood over the 1990–2000 period. Table 3.10-2 compared households in the City of Lynwood and the County of Los Angeles for the period 1990–2000. The average household size in the City of Lynwood in Lynwood increased from 4.288 persons in 1990 to 4.700 persons in 2000. Average occupancy among the 45 occupied units is 4.53 persons (Pacific Relocation Consultants, 2001). Average household size in Lynwood is much greater than in other areas of Los Angeles County, where the average household size is 2.98 pph, and greater than the State of California rate, which is 2.87 pph.

TABLE 3.10-2 HOUSEHOLDS IN LYNWOOD AND LOS ANGELES COUNTY (1990–2000)

Area	*1990*	*2000*
Total Households[1]		
Lynwood	14,158	14,395
Los Angeles County	2,994,343	3,133,774
Average Household Size (persons per household)		
Lynwood	4.29	4.70
Los Angeles County	2.96	2.98

1. Represents occupied house units.

Source: U.S. Bureau of Census, 1990, 2000 for the City, and County.

Housing

Growth Trends

A city's housing market is driven by supply and demand. Many factors influence this market, including population growth, income, housing cost, and housing locations. However, age distribution is a key market characteristic because housing demand within the market is influenced by the housing preference of certain age groups. Due to limited income, the majority of the young adult population (20–34 years old) tends to occupy apartments, low to moderate cost condominiums, and smaller single-family units. The 35–65-year-old group provides the market for moderate to high cost apartments and condominiums and larger single-family units because, on average, people of this age group have higher incomes and larger household sizes. For the elderly population (65 years of age and up), housing demands are similar to young adults, but can also include group quarters as housing options. Table 3.10-3 provides age distribution in the City of Lynwood in 2000.

TABLE 3.10-3 CITY OF LYNWOOD AGE DISTRIBUTION IN 2000

Age Group/Year	*Population*	*% of Total*
Preschool (0–4)	7,401	10.60%
School (5–19)	21,823	31.24%
Young Adults (20–24)	6,486	9.29%
Prime Working (25–54)	28,039	40.14%
Retirement (55–64)	3,165	4.53%
Seniors (65+)	2,931	4.20%
Total	*69,845*	*100.00%*

Source: U.S. Census, 2000.

Type of Housing Stock

Data from the U.S. Census Bureau indicate that the housing stock in the City of Lynwood increased by 462 units between 1990 and 2000, as shown in Table 3.10-4. Total housing units in the City are shown in Table 3.10-5.

TABLE 3.10-4 HOUSING STOCK IN THE CITY OF LYNWOOD

Year	*Number of Units*
1990	14,525
2000	14,987

Source: U.S. Census 1990, 2000.

TABLE 3.10-5 TOTAL HOUSING UNITS: CITY OF LYNWOOD (1990–2000) DEFINED BY UNITS PER STRUCTURE

Year	*Housing Type*				*Total Number of Units*	*Occupied Units*
	Single-family	*Multi-family*		*Mobile Homes/ Other*		
		2–4 units	*5+ units*			
1990	9,394	1,858	3,189	84	**14,525**	14,158
2000	9,493	1,970	3,215	85	**14,763**	14,390

DOF values are used in this table for 2000 because comparable data are not yet available from the 2000 census.

Source: US Census Bureau (1990), California Department of Finance (2000).

DOF's estimate of the 2000 percentage breakdown for housing by type is (derived from Table 3.10-5)

- 56.6 percent single-family
- 11.8 percent multi-family (2–4 units)
- 19.2 percent multi-family (5+ units)
- 0.5 percent mobile homes/other

Vacancy Rate

The vacancy rates and affordability of the housing stock are also key elements in the balance between supply and demand in the City's housing market. High vacancy rates usually indicate low demand and/or high prices in the housing market, or significant mismatches between the type of housing the population wants and the type of housing that is available. Conversely, low vacancy rates usually indicate high demand and/or low prices in the housing market. However, vacancy rates are not the sole indicator of market conditions. They must be viewed in the context of all the characteristics of the local and regional market and economy. Vacancy rates, which indicate a "market balance" (i.e., a reasonable level of vacancy to avoid local housing

shortages, and appropriate price competition and consumer choice), generally range from 1 percent to 3 percent for single-family units, and from 3 percent to 5 percent for multi-family units. The City's overall vacancy rate increased to 4.00 percent in 2000, from 2.53 percent in 1990, according to the U.S. Census.

It should be noted that the total vacancy rates include vacant units that are not available for rent or sale. This includes units that are for rent for occasional, seasonal, or recreational purposes; units that have been rented or sold, but have not yet been occupied as of the date of the census; and units being held for repairs/modernization or for personal reasons of the owner (i.e., probate). Ultimately, these units should not be included in the vacancy rate because they are not on the market, and are not available for rental or purchase. In 2000, however, there were only 29 vacant units in this category. In addition, the vacant rental units should include both assisted and unassisted living units, as well as units available only to senior citizens.

As shown by 2000 census data, 47.9 percent of the housing stock was owner-occupied, while 52.1 percent of the Lynwood housing stock was renter-occupied, and 4.00 percent was vacant.

As part of the preparation of the Relocation Plan, research on the housing market in a five-mile radius of the project site was conducted. Available residential units, for both rental and owned units, are provided in Table 3.10-6.

According to housing statistics from the State of California, as of the year 2000, more than 5,300 units of housing were vacant in the area surrounding the City of Lynwood, as shown in Table 3.10-7.

TABLE 3.10-6 RESIDENTIAL RELOCATION RESOURCES

Units by Bedroom Count	*Rental Units Available*	*Owned Units Available*
1 bedroom	41	N/A
2 bedroom	156	211
3 bedroom	40	217
4 bedroom	2	47
5 bedroom	N/A	5
Total	*239*	*480*

Source: Pacific Relocation Consultants, 2001.

Housing Cost

Although an assessment of "housing needs" includes such components as total unit numbers and types, age, and vacancy rates, a key issue facing the City is the affordability of housing to its citizens. Similar to the trend throughout Southern California, the City of Lynwood experienced a drop in new home prices in the early 1990s following a peak in prices during 1989/90. The strong economy during the late 1990s assisted the housing market in Lynwood, as indicated by

increased new and resale home prices. The 1990 Census documented a median housing unit value of $136,000 in Lynwood. The State of California update, January 1, 2000, documented a median housing unit value of $184,555 and a median monthly rent of $681.00 in Lynwood (Department of Finance, 200)

TABLE 3.10-7 ESTIMATED NUMBER OF VACANT HOUSING UNITS (NEIGHBORING CITIES)

City	*Total Number of Units*	*Vacancy Rate*	*Number of Vacant Units*
Bellflower	24,247	3.6	880
Compton	23,795	6.2	1,468
Downey	34,759	2.2	770
Huntington Park	15,335	3.1	475
Paramount	14,591	4.2	619
South Gate	24,269	4.4	1,056
Total	*136,996*	—	*5,268*

Source: U.S. Census 2000

California's Housing Element law requires that each city and county, when preparing its State-mandated Housing Element of a General Plan, must develop local housing programs designed to meet its "fair share" of existing and future housing needs for all income groups, as determined by the jurisdiction's Council of Governments. This "fair share" allocation concept seeks to ensure that each jurisdiction accepts responsibility for the housing needs of not only its resident population, but also for those households who might reasonably be expected to reside within the jurisdiction, particularly lower-income households, were there a variety and choice of housing accommodations appropriate to their needs.

In the six-county southern California region, the agency responsible for assigning these fair share targets to each jurisdiction is the Southern California Association of Governments (SCAG). The fair share allocation process begins with the State Department of Finance's projection of statewide housing demand for a five-year planning period, which is then apportioned by the State Department of Housing and Community Development (HCD) among each of the State's official regions. Councils of Government, such as SCAG then further allocate their assigned regional shares among its member jurisdictions. For more than two years, SCAG staff, the SCAG subregions (including the Gateway Cities Subregion, to which Lynwood belongs) worked to prepare the jurisdiction-by-jurisdiction estimates of "total construction need" for the 1998–2005 planning period, and the distribution of this construction need across four household income categories. SCAG's process of adopting the 1999 RHNA concluded in November 2000. Table 3.10-8 shows the 1999 RHNA allocation for the City of Lynwood. It calls for 979 units of housing over a seven and one-half year period. Lynwood's RHNA allocation is based, in part, on SCAG's regional growth forecast to 2025, which was prepared for the 2001 Regional Transportation Plan Update.

TABLE 3.10-8 RHNA NEEDS BY INCOME CATEGORY

Income Category	*RHNA-Identified Need*
Very Low	277
Low	175
Moderate	191
Upper	335
Total	*979*

Table 3.10-9 shows SCAG's the regional growth forecast for the City and Los Angeles County.

TABLE 3.10-9 SCAG POPULATION, HOUSEHOLDS, AND EMPLOYMENT FORECAST

	2000	*2005*	*2010*	*2015*	*2020*	*2025*
Population	69,098	73,314	74,461	76,056	78,430	80,082
Households	14,574	15,074	15,005	15,030	15,065	15,099
Employment	14,225	16,026	18,091	19,235	20,212	21,291
Los Angeles County						
Population	9,798,884	10,365,559	10,770,869	11,170,130	11,717,826	
Households	3,134,109	3,251,606	3,439,140	3,630,050	3,847,025	
Employment	4,427,093	4,654,606	4,875,216	5,019,926	5,132,533	

Source: SCAG, 2001 RTP Update, small area forecast.

Total "construction need" is comprised of three components: (1) the number of housing units needed to accommodate future household growth; (2) an additional allowance for vacant units to ensure a healthy housing market; and (3) a further additional allowance to account for units that will be demolished, converted to non-housing uses or otherwise removed form the housing stock. The calculation of each component is based on a combination of the way that HCD calculates statewide housing need and past SCAG practice in preparing the RHNA. Each component also relies on different data sets, including 1990 census data.

The construction need totals cover the period of 1998 to 2005, though the Housing Element Planning period is from 2000 to 2005. Thus, the RHNA construction need numbers that are used as a planning target in the City's Housing Element Update may be reduced by new units produced since January 1, 1998. The City estimates that it produced 115 of these units during 1998 and 1999.[1] Other sources indicate that building permits for 29 units were issued in 2000, and another 39 were issued through October 2000.[2] This means that the City has already produced 183 units (19 percent) of its RHNA target.

1. City of Lynwood, Housing Element, September 2000, Table 17, p. 24.
2. Construction Industry Research Board.

The construction need calculation components are as follows:

Units Needed for 1998-2005 Household Growth. The first component of construction need represents the number of units needed to accommodate new households expected during the Housing Element planning period, based on SCAG's regional growth forecast to 2025. The Final 1999 RHNA allocated 740 units to Lynwood for household growth over the 1998-2005 planning period.

The Vacancy Adjustment Factor. HCD's guidelines for preparing RHNAs require that the calculation of construction need include more units than are needed to accommodate future household growth, in order to ensure that there are enough vacant units to provide price competition in the housing market and choices for housing consumers. In Lynwood's case, SCAG estimates a need for 76 units to achieve the desired exiting vacancy factor and another 20 units for 1998–2005 household growth, for a total of 96 units.

The Housing Unit Replacement Factor. HCD's RHNA preparation guidelines also require that total construction need include an additional allowance for dwelling unit demolitions and other removals from the housing stock during the planning period (e.g., units that may become damaged by fire, vandalism or other causes, but have not been demolished; merger of small units to create larger units; and conversion of housing units to non-housing uses). Based on a combination of statewide HCD calculation practice and past SCAG RHNAs, the housing unit loss adjustment is calculated as the average of the annual rate of demolitions over the 1990–94 period (i.e., annual units demolished divided by total number of units in that year, per DOF), multiplied by 1.55 to account for other kinds of removals from the housing stock.

Replacement need accounts for a substantial share of total construction need in many SCAG jurisdictions. In Lynwood, these calculation factors account for 143 units, or 15 percent of total construction need. According to an interpretation of State law issued by HCD in October 1999,[3] the City may count one-for-one replacement of units over the 1998–2005 period, up to a total of 143 units, against its RHNA allocation of 979 units.

The City's total construction need, then, is the sum of units needed for household growth during the 1998–2005 period (740 units), additional units needed to achieve an ideal vacancy rate, now and in the future (96 units), plus additional units to account for demolitions and other housing stock losses during the planning period (143 units), for a total of 979 units.

3. Letter from Cathy E. Creswell, HCD Acting Deputy Director, to Joe Carreras, SCAG, October 5, 1999.

Housing at the Project Site

The proposed project includes 27 residential properties that include 47 dwelling units, of which 45 units are occupied. Table 3.10-10 indicates the breakdown of these units by income.

TABLE 3.10-10 HOUSING UNITS BY INCOME CATEGORY

Income Category	*Number of Units*	*Percentage of Total*
Very Low	24	53.33
Lower	7	15.55
Median	7	15.55
Moderate	1	2.24
No Information Provided	6	13.33
Total	*45*	*100*

1. Income Categories are based on Los Angeles County HUD Income Categories.

Source: Pacific Relocation Consultants 2001.

3.10.2 Regulatory Framework

Southern California Association of Governments

SCAG's Regional Comprehensive Plan and Guide (RCPG) and Regional Housing Needs Assessment (RHNA) are major tools for coordinating regional planning and housing development strategies in southern California. As discussed above, State Housing Law mandates that local governments, through Councils of Governments, identify existing and future housing needs in a RHNA. The Regional Housing Needs Assessment provides recommendations and guidelines to identify housing needs within cities. It does not impose requirements as to housing development in cities.

City of Lynwood, General Plan Housing Element

The 2000-2005 Housing Element provides an examination of the City's housing problems and needs, the opportunities and constraints related to addressing these needs, and formulates policies and programs to address these needs. The Housing Element further addresses housing construction needs to accommodate the City's share of regional growth for the period 1998–2005. The policies and programs in the Housing Element are consistent with the policies contained in the rest of the General Plan. Consistency of the proposed project with the Housing Element of the General Plan is described below in section 3.10.5.

3.10.3 Thresholds of Significance

The proposed project would have a significant impact on population and housing if it does any of the following:

- Induce substantial population growth in an area, either directly or indirectly

- Displaces substantial numbers of existing housing, necessitating the constructions of replacement housing elsewhere
- Displaces substantial numbers of people, necessitating the constructions of replacement housing elsewhere

3.10.4 Project Impacts

Less-than-Significant Impacts

Displacement of Residents. The proposed project would remove 27 existing residential properties that provide housing for 45 households, or about 204 persons. As discussed under the existing setting, the average occupancy among the 45 occupied units is 4.53 persons. According to this data, demolition of the existing 45 occupied units would displace approximately 204 persons. This is not considered a significant number, when compared to the estimated 69,845 persons that reside in Lynwood. Demolition of 45 occupied dwelling units would not result in the dislocation of a substantial number of people; therefore, construction of replacement housing would not be required. Due to the requirements of State law, and the School District's planning process and construction phasing, residents that would be displaced would have approximately one year to relocate within the City or elsewhere.

Table 3.10-11 provides a detailed comparison of the number of units available within a 5-mile radius to meet the needs of relocating households currently at the proposed project site. As shown in this table, there are 26 rental units needed, and 239 units available. There are 19 for-sale units needed, and 480 units available. Therefore, there is a more than sufficient number of housing units in the market to address the proposed project. In addition, according to the 2000 census, about 5,300 units of housing were vacant in the area surrounding the City of Lynwood. Because there is a sufficient supply of vacant units in Lynwood and surround communities to absorb households displaced by the Project, the Project will not require construction of a significant number of replacement housing units, which could result in impacts on the physical environment. Even if these households all relocated outside Lynwood, this would not significantly alter SCAG's long-range growth forecast for the City (i.e., projected growth to 2025 reduced by 0.28 percent). Therefore, the Project's population impact would be ***less than significant*** within the meaning of CEQA, and no mitigation is required. Nevertheless, relocation requirements under State law require that the School District provide assistance to displaced households.

Demolition of dwelling units. The proposed Project would result in the demolition of 47 dwelling units in the City of Lynwood. The demolition of 47 existing dwelling units would not, itself, have a significant impact on the physical environment, provided demolition proceeds in accordance with applicable demolition regulations, including those related to control of particulate matter. The demolitions could have a significant impact within the meaning of

TABLE 3.10-11 COMPARISON OF HOUSING NEEDS AND AVAILABLE HOUSING IN THE PROJECT AREA

Units by Bedroom Count	*Rental Units Required*	*Rental Units Available*	*Owned Units Required*	*Owned Units Available*
1 bedroom	5	41	N/A	N/A
2 bedroom	16	156	8	211
3 bedroom	5	40	10	217
4 bedroom	N/A	2	1	47
5 bedroom	N/A	N/A	N/A	5
Total	26	239	19	480

Source: Pacific Relocation Consultants, 2001.

CEQA if they conflict with SCAG's long-range growth forecast for the City, or with adopted City housing policies. The units 47 units proposed for demolition represent 0.31 percent of the City's current housing stock. Even if the removal of these 45 households were permanent (i.e., not replaced as new units are constructed in the City), the reduction would not significantly alter SCAG's 2000–25 household forecast for the City (i.e., a difference in the growth rate of 0.3 percent). In fact, the City's "fair share" of regional housing need anticipates replacement of 143 existing units between 1998 and 2005. The project's demolitions represent one-third of the units anticipated for replacement by 2005. The City's adopted Housing Element concludes that there are suitable sites available to accommodate all of the City's fair share of housing need, including replacement housing, and it has already achieved nearly one-fifth of the 979 units allocated for the 1998–2005 planning period. Therefore, the Project's housing impacts will not cause a significant impact on the environment, and no mitigation is required. Proposed project conformance with City General Plan goals and policies related to housing is also discussed in section 3.8 (Land Use).

Potential Enrollment Increases in the School District. The proposed development of the high school would relieve overcrowding at the existing Lynwood High School, which was designed for 3,473 students but currently enrolls approximately 4,346 students (874 students over capacity). The enrollment capacity at the proposed high school would be 1,600 students, which would permit relocation of approximately 800 existing students from Lynwood high school. The proposed project would not directly result in an increase in the total number of students enrolled in the Lynwood Unified School District. Instead, the proposed New High School would accommodate over-enrollment at the existing high school plus accommodate approximately 800 additional students that are currently enrolled in elementary and middle schools in the District.

Potential Population Increases. Approximately 133 faculty and administrators would staff the high school (Pacific Relocation Consultants, 2001); however, some portion of the staff at the proposed New High School may be relocated from the existing Lynwood High School. Even if all of the staff (approximately 133 persons) at the proposed New High School was newly hired,

it is anticipated that those staff would be drawn from the existing labor force in Los Angeles County. Given the existing labor force in Los Angeles County (4,861,600 persons) and the current unemployment rate for the State of California (5.7 percent, California Employment Development Department, Labor Market Division, October 2001), the long-term job opportunities that would result from the proposed project would not create a substantial in-migration of workers or any associated population increases. Therefore, this impact is considered less than significant.

Mitigation Measures

Because impacts would be less than significant, no mitigation measures would be required. The following mitigation measure would ensure requirements under State law require that the School District provide assistance to displaced households.

HOUS-1: A relocation assistance plan shall be prepared by the District to identify measures to support relocation of residents that would be displaced by the proposed project, consistent with the requirements of State law.[4] The plan shall include the following components:

- The District shall assist all 45 households displaced by the Project to identify comparable housing, and provide assistance with moving and housing costs, as applicable
- Priority shall be given to housing identified within the City of Lynwood
- If comparable housing is not available within the City of Lynwood, housing shall be identified in adjacent communities, located within a reasonable distance from the City
- If the household is relocated outside of the school district, relocated households with students currently attending District schools would be permitted to continue attending these schools

Professional appraisal and the marketplace shall determine the exact dollar value required for acquisition at the time of the sale

3.10.5 Cumulative Impacts

The cumulative impact analysis considers development of the proposed project, in conjunction with three new elementary schools, a new middle school, expansion of Agnes and Lugo Elementary Schools, replacement of temporary classrooms with permanent structures at other existing schools, and renovation of existing schools, combined with development in the City of Lynwood and the adjacent communities.

4. 25 Calif. Code of Regulations, §§6000, *et seq.*

The school projects proposed by the LUSD are intended to address existing enrollment and projected future enrollment, as existing children in the City of Lynwood reach school age. Thus, development of the proposed project and the other school projects are intended to relieve existing overcrowding, and would not directly result in a substantial increase in population. Some additional employment opportunities may occur as a result of the development of new schools. Development of the related projects may result in some additional employment opportunities; however, no additional housing would be associated with those projects. Therefore, related development would not induce substantial population growth in the area.

Development of the proposed high school, new elementary schools and expansion of Agnes and Lugo Elementary Schools would result in the removal of a total of approximately 132 dwelling units, including the 47 dwelling units that would be removed as part of the proposed project. Although the construction schedules of the proposed school projects are not currently known, some overlap of construction may occur, which would result in concurrent displacement of residents at more than location. The LUSD would be required to develop a Relocation Assistance Plan for all displaced residents, which would be consistent with the provisions of the mitigation measure identified above.

See Section B (Text Change in Part 2, Chapter II.

The Relocation Plan prepared by PRC indicates that the affected households could be relocated within a 5-mile radius. The survey of vacancies that was completed as part of the Relocation Plan process found that, at the time of the survey, sufficient vacancies existed. Of the total 92 renter-occupied units, 239 rental units were identified as being available. Of the total 48 owner-occupied units, approximately 475 residential units were identified as being available for sale. Thus it appears likely that suitable replacement housing can be identified to meet the demand from displaced residents. Further, the Relocation Assistance Plan would include a requirement that no resident could be displaced until suitable replacement housing can be identified. Thus, even as a result of the development of a new high school, elementary schools and expansion of Agnes and Lugo Elementary schools, suitable replacement housing can be identified for the residents that would be displaced as a result of the new or expanded schools.

Past, present, and future probable projects in the surrounding area, such as school facilities development in surrounding jurisdictions, could increase the number of households displaced. Projects such as the Downey Landings Specific Plan would increase employment and result in additional housing demand. The Housing Element of the General Plan of the adjacent cities have policies and goals related to housing demand that may accommodate some portion of this demand. In addition, with approximately 137,000 vacant housing units in Los Angeles County (per the 2000 census) the existing housing would accommodate the demand associated with the related projects. Based on the estimated number of available units in the City of Lynwood for relocation, and the supply of housing in the adjacent jurisdictions and Los Angeles County,

cumulative impacts associated with displacement of existing households would be ***less than significant***.

See Section B Text Changes) in Part 2, Chapter II.

The removal of 132 dwelling units (and 127 households, if occupied at the City average) would not significantly alter SCAG's 2000–25 household forecast for the City (i.e., a difference in the growth rate of 0.9 percent). The related demolitions do not exceed the number of units anticipated to be replaced by 2005. In addition, none of the related projects within the City identified in Table 2-2 would result in demolition of housing units. The City's adopted Housing Element concludes that there are suitable sites available to accommodate the City's fair share of housing need, including replacement housing, and it has already achieved nearly one-fifth of the 979 units allocated for the 1998–2005 planning period. Therefore, the proposed project's housing impacts will not cause a significant impact on the environment, and no mitigation is required. Cumulative impacts associated with proposed project conformance with General Plan goals and policies is discussed in section 3.8 (Land Use).

3.11 Public Services and Utilities

Public services include law enforcement, fire protection, schools, parks, and solid waste collection. Utilities include the provision of water, wastewater disposal, water, and electricity. Agencies providing these services and utilities were contacted by the City as part of the scoping process for this EIR to obtain information regarding available service levels and current or anticipated constraints to the proposed development. Various public services and utilities would need to be provided to the project site to support the residential development. The Initial Study (which is presented in Appendix A) identified potential impacts related to the following services and utilities:

- Wastewater disposal and treatment
- Water supply
- Solid waste
- Energy
- Schools
- Fire
- Police

Storm drainage facilities are specifically addressed in section 3.7 (Hydrology and Water Quality). Current conditions and impacts to City parks are discussed in detail in section 3.12 (Recreation).

Development of the project site would use existing infrastructure, which is anticipated to be adequate for construction and operational needs. Therefore, this section focuses on the discussion of existing conditions and potential impacts resulting from the proposed project to the listed services and utilities.

3.11.1 Existing Conditions

Wastewater

Wastewater treatment generated by the City of Lynwood is served by the Los Angeles County Sanitation Districts (LACSD). The City is located within District 1. The role of the Districts is to construct, operate, and maintain facilities to collect, treat, and dispose of sewage and industrial wastes and to provide for disposal and management of solid wastes, including refuse transfer and resource recovery. Local sewers and laterals that connect to LACSD's trunk sewer lines are the responsibility of the City, as is the collection of solid wastes.

The project site would be served by an 8-inch sewer line located in Wright Road, and a sewer line located in Duncan Avenue. A lift station is currently located at the east end of the alley that extends east of Duncan Avenue. The lift station accepts sewage from Martin Luther King Jr. Blvd. and pumps it through a short force main to a gravity flow sewer down the alley.

Wastewater from the City of Lynwood is conveyed via the sewer system to the Joint Water Pollution Control Plant (JWPCP) in Carson, where it is treated. The Joint Water Pollution Control Plant is operated by the LACSD. It is one of the largest wastewater treatment plants in the world, serving a population of about 3.5 million people and many industries in southern and eastern Los Angeles County. The plant is designed to treat 385 million gallons per day (mgd) and currently treats approximately 350 mgd.

Water Supply

The Lynwood Water District provides water services to the City. Approximately 80 percent of water in the City of Lynwood is supplied by ground wells, and the remaining 20 percent is supplied by a private service provider. Domestic water and firewater service to the site will be serviced from a 12-inch water line in Martin Luther King Jr. Boulevard.

Solid Waste

Western U.S.A. Waste is contracted with the City of Lynwood to provide rubbish disposal services to its approximately 10,000 residential and commercial customers. The project area is serviced by the Downey Area Recycling and Transfer Station, F.R. Bowerman Landfill, and Puente Hills Landfill. The Downey Area Recycling Center (DART) is permitted for 5,000 tons per day (TPD), FR Bowerman Landfill is permitted for 8,500 TPD, and the Puente Hills Landfill is permitted for 13,200 TPD. The Bradley Landfill currently has a projected capacity to continue in operation until 2007.

Energy

The primary electricity provider for the project site is Southern California Edison. Facilities and infrastructure providing service to the project area include transmission, distribution, and communication lines. Southern California consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The causes of these conditions are under investigation and are the subject of much debate. Part of the problem may be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in Southern California and elsewhere in the State. These facilities could supply additional energy to the power supply grid within the next few years.

Schools

The Lynwood Unified School District contains approximately 15,000 students served by two high schools, one junior high school, and nine local elementary schools. Lynwood High School, located at the corner of Bullis Road and Carlin Avenue, currently has an enrollment of 4,129 students, although it was originally designed for a capacity of 3,472 students. Vista High School, located on Wright Road adjacent to the Long Beach Freeway (I-710) is a continuation high school. Hosler Junior High School is located along the south edge of the Community Center on Bullis Road.

Fire

Fire protection within the City of Lynwood is provided by the Los Angeles County Fire Department. The project is served by Los Angeles County Station No. 148 at 4264 Martin Luther King Jr. Boulevard. The site is located within the five-minute response time of this station. There are currently three firefighters staffed at this station; Citywide, nine firefighters on duty at all times. Fire response backup is provided by the County Fire Station located at 3161 Imperial Highway.

The Southeast Cities Mutual Aid Pact includes Lynwood, Compton, Downey, Montebello, Santa Fe Springs, and Vernon. Under this agreement, the cities share firefighters and equipment as needed to help ensure the efficient use of fire protection resources.

The Insurance Services Office (ISO) rates fire protection for jurisdictions throughout the United States on a scale of 1 to 10, with 1 being the highest rating. Fire insurance companies use the ISO ratings to establish premiums. Lynwood's rating is 4 for the City's structures as well as the department's services and represents above-average fire protection.

Police

Police protection within the City of Lynwood is provided by Los Angeles Sheriff Department (LASD), via the Century Station located approximately 4 miles to the east of the proposed school site at 11730 Alameda Avenue. A total of 37 deputies are staffed at this station. Based on recent statistics developed by the Sheriff's Department in Lynwood, the station's average response time is 3 minutes for an emergency and 8 to 10 minutes for a non-emergency.

With a 2000 population of 69,845 according to the U.S. Census, Lynwood averages one sworn police officer for every 2,500 residents. Although it is a statistical indicator of police protection in a community, the ratio of sworn officers to residents is not intended to be the yardstick by which effective police protection is measured.

Crime is generally recognized as an issue in the area, with gangs, guns, and the transient population noted issues. An existing contract is in place between LASD and the District so that the District may employ sheriff deputies as school resources officers. These deputies provide police services to District schools only. The agreement specifies that the District may hire the number of deputies that it deems necessary to maintain security at District schools. Currently, one school resources officer serves the existing District schools, with his attention primarily focused on the high school. LASD has indicated that additional deputies are needed to provide adequate police services at the schools (Lieutenant Herek 2001, personal communication).

The Lynwood Unified School District Security Department also has responsibility to provide security services to all schools in the district, and has a combined total of 50 staff. Ten officers are located at the Lynwood High School, one officer at the continuation school, five officers each at the Lynwood Middle School and Hosler Junior High School, and one security officer each is responsible for security at the individual elementary schools in the District. The District Security Department would provide security services to the proposed New High School.

3.11.2 Regulatory Framework

The City of Lynwood General Plan Safety Element addresses Plans and policies applicable to public services. There are no policies applicable to utilities. This element is discussed in detail in section 3.8.2, Land Use Regulatory Framework.

3.11.3 Thresholds of Significance

In general, project impacts on public services would be considered significant if project-induced population growth or concentration of population exceeds the capacity of existing or planned infrastructure or public service facilities. The criteria used for analysis of proposed project impacts to public services and utilities are listed below. The proposed project would have a significant impact if it would do any of the following:

Wastewater

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board
- Require 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
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments

Water

- Result in demands on water supplies beyond those available from existing entitlements and resources

Solid Waste

- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs
- Conflict with federal, State and local statutes and regulations related to solid waste

Energy

- Substantially increase demands beyond available supply

Fire and Police Protection and Schools

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, or schools

3.11.4 Project Impacts

Significant Impacts

Impact PS-1: The project would result in the need for additional police protection at the proposed High School.

The District Security Department would provide security services to the proposed New High School. As the proposed project is intended to relieve overcrowding at the existing Lynwood High School, and to provide enrollment capacity for existing middle and elementary schools students in the District, the proposed project would not increase total student enrollment.

As discussed in Existing Conditions above, crime is an issue of concern in the area, and although the project would not increase population and therefore not increase the ratio of officers to population served, this issue warrants additional consideration. The sheriff department has indicated that the current staffing of one school resources officer that serves all District schools does not meet existing demands (personal communication, Lt. Herek 2001). Demands on the existing deputy are particularly concentrated at the existing high school, and the addition of a second facility would warrant the need for an additional school resources officer dedicated to that facility. Therefore, impacts on police protection would be ***significant***.

Mitigation Measures

The following mitigation measure would be required to address impacts on police protection.

PS-1: Through its existing contract with the Los Angeles County Sheriff's Office, the District shall engage additional deputies as necessary to provide adequate police services at the proposed New High School.

Implementation of this measure would reduce impacts on police protection to ***less than significant***.

Less-than-Significant Impacts

Wastewater

Preliminary calculations show that the sewage flows from proposed project development would increase sewage generation by 35 percent. The existing lift station and system that is located at the east end of the alleyway on the project site would be relocated as part of project development. The lift station would be moved adjacent to Duncan Avenue. The project engineers have indicated that, based on their experience, the existing 8-inch sewer main on Wright Road would have adequate capacity to handle this increase. The peak flows for the school would occur during school hours, midday, during the week, while the peak flows for adjacent houses occurs during the evening and on the weekend (Fuscoe Engineering 2001).

The JWPCP in Carson that treats wastewater would have adequate capacity to handle increased wastewater generated by the proposed project. As discussed in the existing setting, the plant is designed to treat 385 mgd and currently treats approximately 350 mgd. Impacts on wastewater would be ***less than significant***.

Water Supply

Approximately 80 percent of water in the City of Lynwood is supplied by ground wells, and the remaining 20 percent is supplied by a private service provider. No substantial increase in water demand is anticipated. The proposed project is intended to relieve overcrowding at the existing high school and to accommodate existing students that are currently enrolled in middle and elementary schools in the District. No overall increase in student enrollment would result from the proposed project. Further, as the existing uses on the site (a park and residences) currently consume water, the construction of the proposed project would offset this existing water demand. However, as a conservative estimate, if the entire water usage of the new high school was assumed to be a net increase in water demand, then the proposed high school could result in an average demand of 3,500 gallons per day per acre of the site (City of Lincoln 1998), for a total of 51,800 gallons per day (based on a total site of 14.8 acres). According to the City of

Lynwood, adequate water supplies exist to meet current and future demand (Joe Kekula 2001, personal communication). Therefore, this impact would be ***less than significant***.

Solid Waste

Construction of the proposed project, including demolition of existing structures on the site, would generate solid waste. As discussed in Item VII.b above, asbestos-containing materials and lead-based paints would be disposed of in accordance with applicable regulations. Other non-hazardous construction debris would be either disposed of in a Class III landfill, or disposed of in a private landfill that accepts and/or recycles construction debris. The project would comply with all relevant statutes and regulations related to solid waste.

Although the proposed project is intended to relieve overcrowding at the existing high school and to accommodate existing students that are currently enrolled in middle and elementary schools in the District, as a conservative estimate, if the entire solid waste generation of the new high school was assumed to be a net increase in solid waste generation, then the proposed high school could result in a generation of approximately 0.0013 tons per year per square foot, for a total of 211 tons per year, or approximately 0.6 tons per day (based upon a total of 162,000 square feet of buildings). (California Integrated Solid Waste Management Board 1998.) Note, however, that the loss of use of existing structures and residences on the site would partially offset the estimated project solid waste generation. In addition, the increased demand from the project of 0.6 tons per day represents only 0.002 percent of the total regional demand of 39,000 tons per day. Landfill space in Southern California is limited. However, the proposed project's impact on overall solid waste generation is ***less than significant***.

Energy

As discussed above, Southern California has recently experienced uncertainties regarding the supply of electricity. The project-generated demand for electricity would be approximately 1.7 million kilowatt-hours per year (based on typical High School usage of 10.50 Kilowatt-hour/square feet/year [SACAQMD 1993]). This increase would be minor in the context of overall demand within Southern California and the State, and would neither result in a substantial increase in demands beyond available supply, nor require a major expansion of power facilities. The energy demand associated with the proposed project would be ***less than significant***.

Schools

The proposed New High School would relieve overcrowding at the existing high school and meet high school demand based on existing and projected enrollment at elementary and middle schools in the district. No increase in total student enrollment in the District would result from

the proposed project. Therefore, the impact of the proposed project on schools is considered ***less than significant.***

Fire Protection

The proposed project site is located within the five-minute response time of the Los Angeles County Fire Station No. 148, which is able to provide fire protection services to the school. Nine firefighters are on duty Citywide at all times. In addition, the City of Lynwood participates in the Southeast Cities Mutual Aid Pact, which ensures adequate fire protection when additional resources are required. The school would be built in accordance with Building Code standards related to fire safety and would be designed in consultation with the fire department to provide adequate access to emergency vehicles throughout the site. As no increase in total student enrollment in the District would result from the proposed project, the impact on fire protection is considered ***less than significant.***

3.11.5 Cumulative Impacts

Public Services

The cumulative impact analysis considers development of the proposed project, in conjunction with three new elementary schools, a new middle school, expansion of Agnes and Lugo Elementary Schools, replacement of temporary classrooms with permanent structures at other existing schools, and renovation of existing schools, combined with development in the City of Lynwood and the adjacent communities. As discussed above under project-specific impacts, the District has an existing agreement with the LA County Sheriff Department to retain deputies to provide law enforcement at District schools. The District would modify that agreement to the extent necessary to employ additional sheriff deputies as necessary to ensure adequate law enforcement at schools. The resident population in the City of Lynwood and the surrounding communities would not increase due to these projects. Therefore, fire and police protection service ratios would not be affected by the proposed school projects. In addition, consultation with the Fire Department would occur to ensure that school designs allow adequate access for emergency response vehicles. Demand for law enforcement and fire protection in adjacent jurisdictions would be addressed by the cities in which they are located and would not contribute to cumulative effects within the City of Lynwood. Cumulative impacts on fire and police services would be ***less than significant.***

Employment opportunities associated with related development, including the Downey Landings Specific Plan, could increase the area population, which could cumulatively increase demands on schools. Related school development, including those projects included in the list of related projects, would increase capacity, and provide for additional demands.

Utilities

The cumulative impact analysis considers development of the proposed project, in conjunction with three new elementary schools, a new middle school, expansion of Agnes and Lugo Elementary Schools, replacement of temporary classrooms with permanent structures at other existing schools, and renovation of existing schools, combined with development in the City of Lynwood and the adjacent communities. Related projects with the highest potential for cumulative impacts are new construction projects rather than reuse of existing urban infrastructure. As the City and surrounding area are largely built-out, there would be relatively few projects that represent substantial new demands on utilities (wastewater, water supply, solid waste, and energy) over existing uses. Similarly, as discussed above for the proposed project, school development and expansions would generally replace existing urban uses, and the incremental increase in demands on utilities, if any, would not be substantial and consistent with local and regional demand projections. Therefore, cumulative impacts on utilities would be ***less than significant***.

3.12 Recreation

The Initial Study prepared for the project (which is included as Appendix A of this document) determined that loss of parkland and recreational facilities provided by Ham Park would reduce parkland and recreational opportunities for the residents of the City of Lynwood. In addition, the proposed project development could accelerate physical deterioration of proposed recreational facilities associated with the school.

3.12.1 Existing Conditions

The City of Lynwood contains several parks, as listed below in Table 3.12-1. The largest park in the City is the 32-acre City Park. Recent improvements to the City's park system include the Lynwood skateboard park.

TABLE 3.12-1 EXISTING PARK FACILITIES IN LYNWOOD

Park	*Acres*
City Park	32.38
John Ham Memorial Park	10.2
Los Amigos	2
Skate Park	Not available
Total Park Space	*44.58*

The proposed project would be located at the existing Ham Park and adjacent residential areas, bounded on the north by Martin Luther King Jr. Blvd., on the west by Duncan Road, and the south by Walnut Avenue. John Ham Memorial Park is comprised of 10.2 acres and is the second largest park in the City of Lynwood. It is a City owned property bounded on the north by Martin Luther King, Jr. Boulevard, on the east by Wright Road, on the south by Cortland Avenue, and on the west by Louise Avenue. The park includes approximately 8.1 acres of open space. Facilities include a lighted softball field, picnic areas with tables and barbecue braziers, basketball court, wall board, tether ball poles, volleyball court, enclosed patio, meeting rooms, art house, playground equipment with children's sand area, and two parking lots. The park is used by a number of recreational programs, including baseball, softball, and folkloric dance classes. In addition, the City General Plan identifies use of the park at lunchtime by nearby employees.

The City has identified a deficiency in existing parkland. The City General Plan includes a service ratio of 2.5 acres of parkland per 1,000 people. With an estimated population of 69,328 persons in the City, the ratio of parkland to persons is less than one acre per 1,000 people. In addition, the City has indicated that it has approximately 37 percent of the public recreational facilities necessary to meet the service ratio (Taylor 2001).

3.12.2 Regulatory Framework

City of Lynwood General Plan Open Space and Conservation Element

The Open Space and Conservation Element of the City's General Plan identifies goals, policies, and specific measures for managing the community's open space and recreational areas. The City of Lynwood has adopted as a goal 2.5 acres of usable park space for each 1,000 residents. Usable space can be active (e.g., sports fields) or passive (e.g., picnic areas) as long as it is accessible to the public. The Plan identifies a deficiency in parkland and lack of usable open space as significant issues in Lynwood.

3.12.3 Thresholds of Significance

The proposed project would result in significant impacts on recreation if it would result in any of the following:

- Increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated
- The inclusion, or requirement of the construction or expansion of recreational facilities that might have an adverse physical effect on the environment

3.12.4 Project Impacts

In order to develop the proposed high school, the District would acquire Ham Park and the adjacent residential units through voluntary sale or in accordance with State law. John D. Ham Memorial Park is located at the intersection of Martin Luther King Jr. Blvd. and Wright Road on the southwest corner. The addresses of the affected residents are provided in section 2.2. To the extent permitted or required by law, funds made available under existing State law will be used to provide recreational opportunities within the City.

See response to comment Lynwood-8 on page III-33 in Part 2.

Significant Impacts

Impact REC-1: The loss of the park and the recreational facilities provided by the park would reduce parkland and recreational opportunities for the residents of the City of Lynwood.

School development would provide approximately 8.1 acres of open space, which would include turf-covered playing fields, hardcourt space (e.g., basketball). The design of the proposed New High School replicates the existing amount of open space at Ham Park, and these facilities would generally replace the existing landscaped open space at the park.

The existing lighted ball fields would be replaced by playing fields, which would not include nighttime lighting. The replacement of the existing lighted ballfields with non-lit playing fields would result in loss of existing recreational opportunities at the park in the evening hours.

If the City enters into a Joint Use Agreement, as proposed by the District, City residents would have use access recreational opportunities at the school as described in this section. Two structures would be dedicated to City functions, and a "tot lot" (with appropriate play equipment) would be located on site, south of the proposed parking garage. These facilities would be available to City residents at all times. In addition, full public access would be provided for the play area, activity center, playing fields, and basketball court (and other recreational spaces) during non-school hours. Facilities could be used for recreational programs such as those that currently exist at Ham Park, provided that these programs are held during non-school hours. In addition, the school is able accommodate the City's summer day camp program since it would operate during times outside of the academic year. Reduction of recreational opportunities due to the proposed project on the playing fields and other recreational facilities would occur during school hours. The heaviest use of the recreational open space and facilities would generally occur when school is not in session and on weekends, as park-users are heavily comprised of school-age children that are attending school during daytime hours.

The facilities at Ham Park would no longer be accessible as parkland within the City. The loss of additional parkland would exacerbate the existing shortage in parkland and reduce the capacity of recreational resources within the City. Because the City currently has an identified shortage in parkland facilities, loss of additional parkland would be significant.

Mitigation Measures

REC-1: Lynwood Unified School District shall accommodate public use of on-site playing fields, and other recreational facilities during non-school hours (e.g., 3:00 P.M. until 10:00 P.M., Monday through Friday, daylight hours Saturday and Sunday and holidays), subject to a Joint Use Agreement. In addition, public use of the activity center and "tot lot" shall be permitted during school hours. The District shall enter into an agreement with the City of Lynwood to allow joint use of recreational facilities developed at the school site. The complete text of the proposed Joint Use Agreement is provided in Appendix E. The Joint Use Agreement details use of Recreation Centers included as part of the proposed project by the District and the City, site ownership, recreation center revenue, and recreation center costs (including maintenance costs and responsibility). Recreation Centers are defined as the multipurpose center, gymnasium, outdoor playing fields, performing arts center, and library. The proposed Joint Use Agreement includes the following provisions:

- Ownership of the property lies exclusively with the District.

- The District shall have use of the recreation centers during normal school days, which include school days throughout the school year, summer sessions, and inter-sessions.
- The District shall have use of the recreation centers for scheduled school activities, which include school-related activities, events, and functions, including after-school programs, school athletics, parent-teacher association activities, etc.
- The City shall have use of the recreation centers at all times other than during normal school days and scheduled school related activities.
- By September 1, both the District and the school shall provide each other with a calendar identifying the date, time, and nature of use of the recreation centers that have been scheduled by that date. This information will be consolidated in order to create a master calendar.
- The District's use of the recreation centers shall take precedence over all other use of the recreation centers.
- The City and District shall each be solely responsible for maintaining, repairing, or replacing its respective personal property located at the site.
- The District shall perform all maintenance of the recreation centers. The District shall secure the services of vendors to perform such maintenance. The cost of maintenance shall be borne equally by both the District and the School.

REC-2: Reconfigured play fields shall include outdoor lighting that would allow for evening use of playing fields.

If the City signs the joint use agreement specified in Mitigation Measure REC-1, full public access would be provided for the children's play area (or "tot-lot") and the activity center. The Joint Use Agreement was provided to the City for review on February 12, 2001, and the agreement is included as Appendix E. Mitigation Measure REC-2 would in part address impacts from loss of recreational opportunities by allowing evening use of facilities. However, this mitigation is infeasible for two main reasons. First, the cost of this mitigation would be approximately $500,000, which would exceed the project's construction budget that is specified by the State Allocation Board. Second, the addition of a lighted ball field would not serve academic purposes of the school. Mitigation Measure REC-2, even if implemented, would not reduce impacts on recreation to less-than-significant levels. Therefore, the loss of recreational capacity and worsening of the deficit in parkland would remain a ***significant and unavoidable*** impact.

Impact REC-2: Use of recreational facilities due to their dual function as school and after-hours play areas could accelerate physical deterioration of the facility.

Public use of the playing fields and other recreational facilities would be permitted after school hours, weekends and holidays, as discussed above, if a Joint Use Agreement is signed. Facilities would be used during the day by the school and after school hours on weekends by the community. This joint use of the facilities would be more intensive than that experienced by typical park facilities. As a result of the dual function of the facilities, additional wear and tear of facilities would be expected, and additional maintenance of grassy areas and play equipment would be required. Impacts would be ***significant***.

Mitigation Measures

Mitigation Measure REC-1 would provide provisions for maintenance of recreational facilities associated with the school. This would reduce impacts associated with increased physical deterioration to ***less than significant***.

Less-than-Significant Impacts

The proposed project would not result in population increases (see section 3.10 [Population and Housing]). Therefore, no additional recreational demands would result from the proposed project. The proposed project would not be required to increase the amount of parkland within the City. Impacts would be less than significant.

3.12.5 Cumulative Impacts

The cumulative impact analysis considers development of the proposed project, in conjunction with three new elementary schools, a new middle school, expansion of Agnes and Lugo Elementary Schools, replacement of temporary classrooms with permanent structures at other existing schools, and renovation of existing schools, combined with development in the City of Lynwood and the adjacent communities. The proposed project would result in the acquisition and use of Ham Park, which currently provides approximately 8.1 acres of landscaped areas and recreational facilities. As discussed above, impacts associated with the loss of this park would be significant and unavoidable. None of the other related projects within the City, including school projects proposed by the LUSD, would have direct impacts on recreation or parks. None of the related project would result in substantial population growth, and therefore would not result in increased demand for recreational space or facilities. Therefore, cumulative impacts on recreation would be ***less than significant***.

3.13 Traffic and Circulation

The Initial Study prepared for this project (included as Appendix A of this document) determined that the project would not result in any changes in air traffic patterns or conflict with adopted policies supporting alternative transportation. Therefore, the analysis in this section is limited to the potential of the proposed project to adversely impact the roadway network reduce or interfere with emergency access, or provide inadequate parking capacity.

This section provides a summary of the results of a traffic impact analysis that was conducted for the project by Paul Singer, P.E. (Appendix D). The traffic engineer used was recommended by the City of Lynwood. The report, dated October 2001, was prepared in conformance with the City of Lynwood requirements for assessment of traffic-related impacts as they pertain to the proposed expansion of school facilities. The traffic impact study evaluates existing traffic conditions and estimates traffic conditions following completion and occupancy of the proposed New High School.

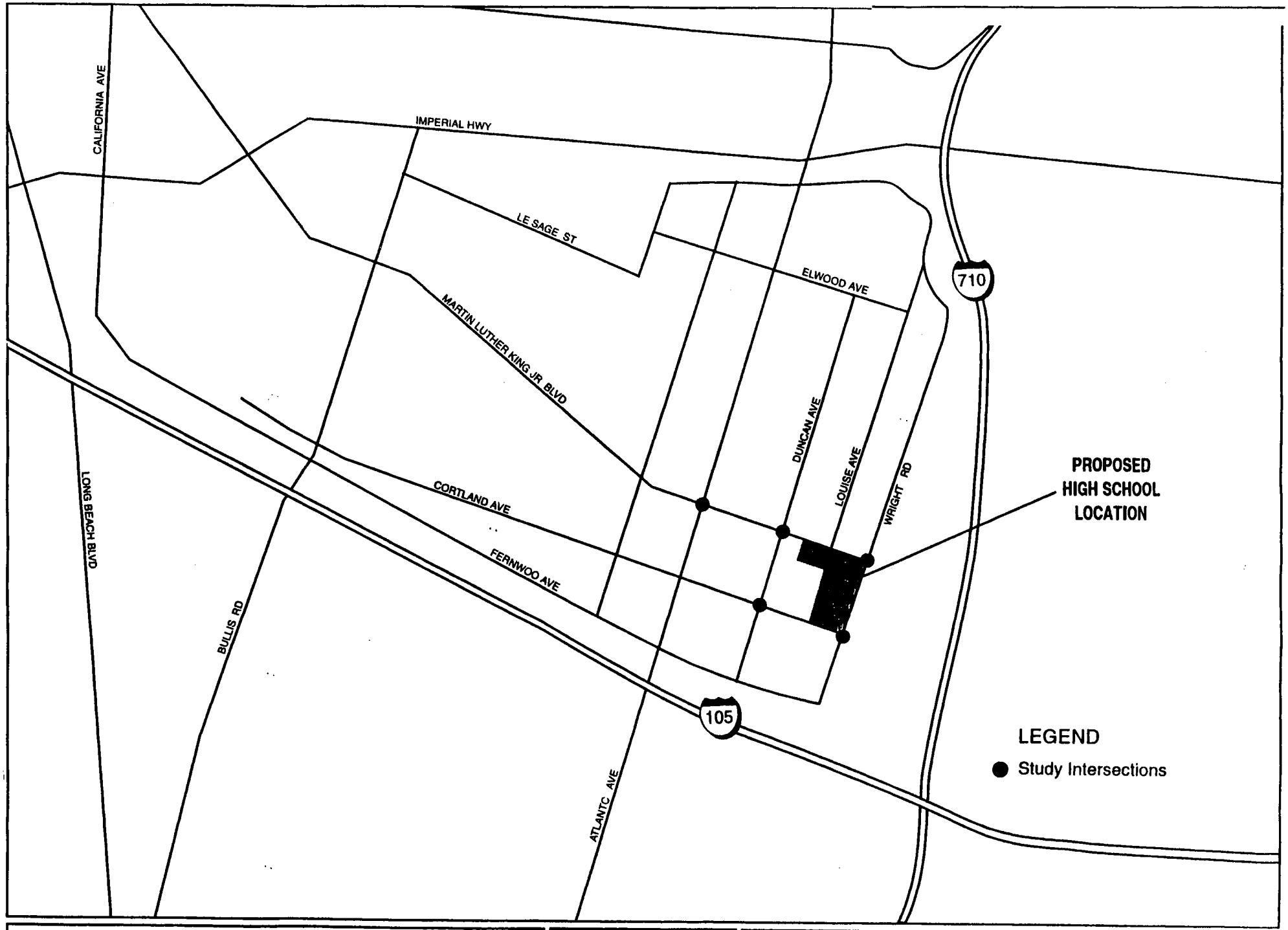
The intersection analysis is based on weekday peak hour traffic conditions at five intersections and along sections of two access streets in the project vicinity. The analysis of the access/circulation system is based on a review of the proposed site plan in context with the existing layout of the local street network.

3.13.1 Existing Conditions

The street network in the project vicinity, the existing traffic volumes, and the levels of service at the affected study area intersections are described below. The study area street network and the location of the intersections that were analyzed are illustrated on Figure 3.13-1.

The project site is located in the City of Lynwood. Regional access to the project area is provided by the Century Freeway (I-105), located approximately 0.5 mile to the south, and the Long Beach Freeway (I-710), located approximately 0.5 mile to the east. Within the project vicinity, the I-105 has on-ramps/off-ramps east- and westbound at Long Beach Boulevard, approximately 1.75 miles west of the project site. The I-710 has onramps/off-ramps in the project vicinity at Garfield Avenue, Martin Luther King Jr. Boulevard, and Imperial Highway.

The streets that provide direct access to the project site are Martin Luther King Jr., Boulevard, Wright Road, and Cortland Avenue. Martin Luther King Jr. Boulevard is a four-lane east-west arterial that bounds the north side of the project site. Wright Road is a two-lane north-south collector street on the eastern boundary of the property. Cortland Avenue is a two-lane east-west collector street on the southern boundary. Other streets that serve as access routes to the project area are Atlantic Avenue, a four-lane arterial, Duncan Avenue, a two-lane north-south collector street, and Fernwood Avenue, a two-lane east-west collector street.



Not to Scale

SOURCE: Thomas Bros. Map 2000

10513-00

EIP ASSOCIATES

FIGURE 3.13-1

Project Traffic Study Intersections

Lynwood Unified School District

Five intersections in the project vicinity have been analyzed for this traffic study, as listed below:

- Atlantic Avenue and Martin Luther King Jr. Boulevard
- Cortland Avenue and Duncan Avenue
- Martin Luther King Jr. Boulevard and Duncan Avenue
- Martin Luther King Jr. Boulevard and Wright Road
- Wright Road and Cortland Avenue

In addition, traffic volumes on the closest access streets to the project site were analyzed:

- Wright Road, between Martin Luther King Jr. Boulevard and Cortland Avenue
- Louise Avenue, between Cortland Avenue and Walnut Avenue

Intersection Levels of Service

To quantify the existing traffic conditions, the study area intersections were analyzed to determine their operating conditions during the weekday morning and afternoon peak periods. Based on the peak hour traffic volumes, the turning movement counts, and the existing number of lanes at each intersection, the intersection capacity utilization (ICU) values and levels of service (LOS) have been determined at each intersection.

The ICU value is a measure of an intersection's traffic volumes as compared to the theoretical capacity of the intersection. The ICU value is also referred to as the v/c ratio. LOS is a qualitative indictor of an intersection's operating conditions, which is used to represent various degrees of congestion and delay. It is measured from LOS A (excellent conditions) to LOS F (extreme congestion), with LOS A through D typically considered to be acceptable. The relationship between ICU values and LOS and a brief description of each LOS are shown in Table 3.13-1. The traffic volumes that correspond to each LOS are shown in Table 3.13-2.

Proposed school hours would generally be from 8:00 A.M. to 3:00 P.M. Therefore, traffic during the AM peak hour is the focus of this analysis. The morning peak period traffic volumes at the study area intersections were counted on March 7, 2001, on two intersections (Atlantic/MLK, Wright Road/MLK), and on July 19, 2001, at Cortland Ave./Duncan Ave., MLK/Duncan Ave., and Wright Road/Cortland Ave. Existing traffic volumes are shown in Table 3.13-3.

The study intersections are currently controlled by traffic signals at Martin Luther King Jr. Blvd. and Wright Road and Martin Luther King Jr. Blvd. and Atlantic Ave. Intersections are controlled by stop signs at Cortland and Duncan, Martin Luther King Jr. Blvd. and Duncan, and Wright and Cortland. Intersection LOS and ICU values for the A.M. peak hour are shown in Table 3.13-4. All intersections are currently operating at LOS A.

TABLE 3.13-1 RELATIONSHIP BETWEEN ICU VALUES AND LEVELS OF SERVICE

ICU Value	*LOS*	*Traffic Conditions*
0 to 0.600	A	EXCELLENT—Little or no congestion or delays
>0.600 to 0.700	B	VERY GOOD—Occasional congestion and delays
>0.700 to 0.800	C	GOOD—Moderate congestion and delays
>0.800 to 0.900	D	FAIR—Substantial congestion and delays
>0.900 to 1.000	E	POOR—Excessive congestion and delays
>1.00	F	FAILURE—Extreme congestion and delays

Source: Paul Singer, P.E., and June/July 2001.

TABLE 3.13-2 LOS VOLUMES/CAPACITY VALUES (AVERAGE DAILY TRIPS—ADT)

Type of Roadway	*LOS A*	*LOS B*	*LOS C*	*LOS D*	*LOS E*	*LOS F*
6 lanes divided	36,000	40,400	45,000	49,500	54,000	>54,000
6 lanes undivided	24,000	27,000	30,000	33,000	36,000	>36,000
4 lanes divided	24,000	27,000	30,000	33,000	36,000	>36,000
4 lanes undivided	16,000	18,000	20,000	22,000	24,000	>24,000
2 lanes undivided	5,000	7,500	10,000	12,500	15,000	>15,000

Source: Paul Singer, P.E., and June/July 2001.

TABLE 3.13-3 EXISTING TRAFFIC VOLUMES

Street	*A.M. SB*	*P.M. SB*	*A.M. NB*	*P.M. NB*	*Combined A.M.*	*Combined P.M.*
Wright Street (MLK to Cortland)	718	1,478	897	1,198	1,615	2,676
Louise Street (Cortland to Walnut)	33	57	33	87	66	144

Source: Paul Singer, P.E., and June/July 2001.

TABLE 3.13-4 EXISTING INTERSECTION LEVELS OF SERVICE/ICU VALUES (A.M. PEAK HOUR)

Intersection	*A.M. Peak Volume*	*ICU Value (modified v/c ratio)*	*LOS*
Atlantic Ave./Martin Luther King, Jr. Blvd.	4,496	0.54	A
Martin Luther King, Jr. Boulevard/Wright Rd.	1,050	0.38	A
Martin Luther King Jr. Boulevard/Duncan Ave.	841	0.22	A
Duncan Avenue/Cortland Avenue	237	0.13	A
Wright Road/Cortland Avenue	286	0.15	A

Source: Paul Singer, P.E., and June/July 2001.

Daily traffic volume is currently (March 2001) 8,749 vehicles on a weekday on Martin Luther King Jr. Boulevard and 4,291 vehicles on a weekday on Wright Road. Estimated average daily traffic is 24,000 vehicles on Martin Luther King Jr. Boulevard and 16,000 vehicles on Wright Road. To obtain highest peak hour average traffic, a factor of 10 percent was applied. The estimated peak hour traffic capacity is therefore 2,400 vehicles on Martin Luther King Jr. Boulevard and 1,600 vehicles on Wright Road.

3.13.2 Regulatory Framework

The Circulation Element of the City of Lynwood General Plan was reviewed for goals and policies that would be applicable to the proposed project. The Circulation Element includes goals and policies that address the citywide transportation system. The proposed project would result in localized impacts immediately surrounding the project site. No Goals and Policies are provided in the Circulation Element that would be applicable to the proposed project.

3.13.3 Thresholds of Significance

Based on the City of Lynwood criteria, the proposed project would have a significant traffic impact if it would do any of the following:

- Increase the ICU value by 0.02 or more at an intersection operating at LOS E or F
- Result in a decrease from LOS A, B, C, or D to LOS E or F at an affected intersection
- Provide parking spaces less than the number required to accommodate the anticipated demands of the proposed uses
- Result in circulation conflicts, a substantial disruption to existing circulation patterns, and/or a substantial increase in safety risk
- Result in inadequate emergency access
- Conflict with adopted policies, plans, or programs supporting alternative transportation

3.13.4 Impacts

Significant Impacts

Pedestrian traffic to and from the proposed New High School could result in hazards to pedestrians, including students walking to and from school. This is a concern in particular due to the industrial uses immediately to the east of the school. In accord with the requirements of the California Department of Education, the District will be required to designate safe pedestrian routes to the proposed school. All high school age students within the City currently attend the one existing high school. The addition of a second high school would modify the geographic area served by the existing high school. As a result, the designated safe routes to existing schools may warrant modification. This would be a ***significant*** impact.

TR-1: As required by the California Department of Education, the District shall update the designated safe routes to schools for the existing high school and identify safe routes to schools for the proposed high school.

With implementation of Mitigation Measures TR-1, the impact of the proposed project would be reduced to ***less than significant***.

Less-than-Significant Impacts

Construction Impacts

Construction of the proposed project would generate varying levels of truck and automobile traffic throughout the duration of the construction phase. The construction-related traffic is generated by construction workers traveling to and from the site as well as trucks hauling material to and from the site. Parking for construction workers and staging of construction equipment during construction would be accommodated on site. In addition, there does exist heavy truck traffic in and around the industrial area immediately adjacent to the proposed project and Martin Luther King Jr. Boulevard is a designated truck route. Construction would not include major excavation. Demolition and removal of debris would generate trips and would potentially result in localized congestion. However, given existing free-flow conditions and adjacent truck traffic associated with industrial uses to the east, impacts from construction would be ***less than significant***.

Project-Generated Traffic

Roadway Impacts

The proposed project would accommodate up to 1,600 students. In addition, 68 employees and faculty will provide instruction, operate the facility, and provide school guidance. The project site plan as shown on Figure 2-2 indicates location of all proposed buildings and outdoor facilities. On-site, off-street parking would provide a total of 416 parking spaces.

School hours would be on weekdays and coincide with the scheduled school year. Classes would be held in the mornings, and continue into the afternoon. Activities at this school would include sports and games and may be attended at post school hours possibly into the evening on weekdays. Some sports activities may, subject to the District approval, be conducted on weekends.

Most of the traffic influx and traffic departures would occur on weekdays. Morning class arrivals and afternoon dismissal times have not currently been established. As is customary, morning student arrival generally takes place between 7:00 A.M. and 9:00 A.M. and afternoon school departure times vary between 2:30 P.M. and 4:00 P.M. on weekdays. The A.M. traffic peak

of student arrivals and departures coincides with the A.M. peak hour. In the afternoon, peak hour street traffic demand is between 5:00 P.M. and 7:00 P.M. School ends and students generally depart prior to the afternoon street peak traffic hours.

Traffic conflicts with peak traffic hours are expected to be most heavily impacted during morning peak traffic times. The P.M. peak traffic hours would not be substantially affected by school traffic flows. It is expected that evening and weekend sports activities and other cultural events at the school would be held at times when street traffic is not at peak demand.

Traffic generated by the proposed High School is equivalent to the traffic generation factors indicated in the Institute of Transportation Engineers Traffic Generation Manual Sixth Edition, Schedule 530, a copy of which is included in the appendix of this report. Traffic distribution is estimated to be split approximately 10 percent from the north, 10 percent from the south, and approximately 80 percent from the west. As a most conservative estimate, all high school traffic is estimated to arrive via Martin Luther King Jr. Boulevard to the parking structure on the project site and for drop-off of students from Martin Luther King Jr. Boulevard.

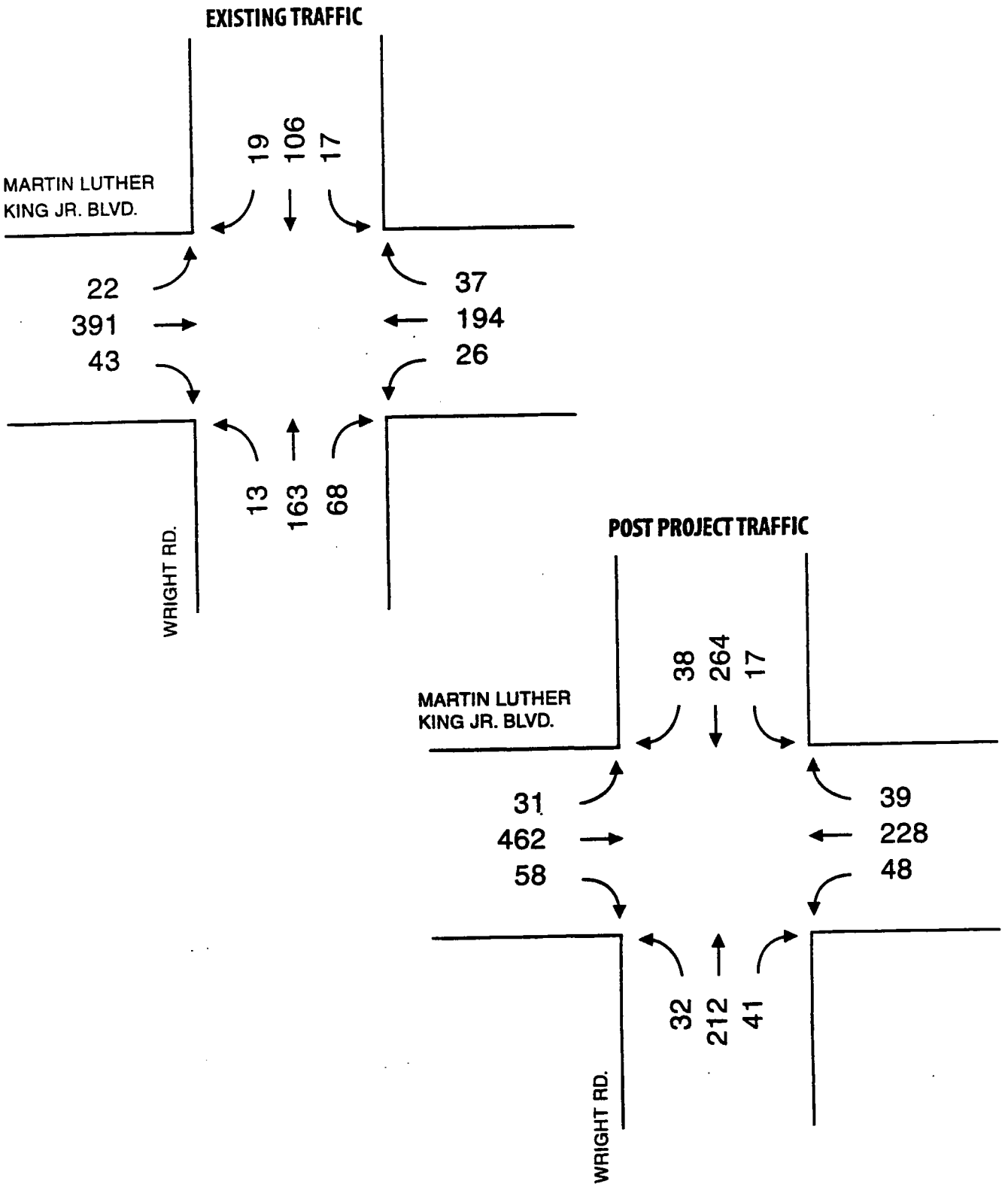
The expected volume of traffic generated by the proposed development was determined to estimate the impacts of the project on the study area streets and intersections. Table 3.13-5 shows the estimated volumes of project-generated traffic for morning peak hours at the five major intersections servicing the proposed project site. Figure 3.13-2 shows turning movements.

TABLE 3.13-5 COMPARISON OF CURRENT AND PROJECT-GENERATED TRAFFIC VOLUMES/ICU VALUES/LOS

Intersection	*A.M. Peak Volume (current conditions)*	*Project-Added Trips (A.M. peak hour)*	*A.M. Peak Volume (w/project)*	*ICU Value (modified V/C ratio) (current conditions)*	*ICU Value (modified V/C ratio) (w/project)*	*LOS (Current)*	*LOS (w/project)*
MLK/Atlantic	4,496	230	4,726	0.54	0.58	A	A
MLK/Wright	1,050	256	1,306	0.38	0.45	A	A
MLK/Duncan	841	108	949	0.22	0.26	A	A
Duncan/Cortland	237	67	304	0.13	0.15	A	A
Wright/Cortland	286	162	448	0.15	0.19	A	A

Source: Paul Singer, P.E., and June/July 2001.

Traffic impact at post project conditions at all study intersections would be within acceptable levels. The intersection would operate at LOS A at morning peak traffic hours, following completion and occupancy of the proposed high school. Therefore, these study intersections would not be materially impacted by project traffic.



Not to Scale

SOURCE: Paul Singer, P.E.

10513-00

EIP ASSOCIATES

FIGURE 3.13-2
Post-Project Turning Movements at Martin Luther King Jr. Blvd. & Wright Rd.

Lynwood Unified School District

The intersection of Martin Luther King Jr. Boulevard and Wright Road would be the location most impacted by the proposed high school. At existing conditions the intersection operates at free-flow conditions, with LOS A and a 0.38 V/C ratio. At post project conditions, this intersection will continue to operate at free-flow conditions, with LOS A and a 0.48 V/C ratio.

The study intersections currently operate at LOS A and would continue to operate at free-flow conditions following construction and occupancy of the proposed high school. Therefore, implementation of the proposed project would result in a ***less-than-significant*** impact to traffic and circulation.

Traffic impacts along the public streets posted for "No Stopping" at designated hours would be minimized and not present overt traffic congestion. As at any public school, additional traffic during the morning and afternoon loading and unloading times is anticipated. No unusual or overt traffic conflict conditions are identified at the proposed project site.

During special events, there would exist the potential for localized congestion at and around the project site due to additional parking demands. Special event parking would be provided on-site. These impacts would be short-term and occasional and would not be expected to significantly affect the overall LOS at area intersections. Impacts would be ***less than significant.***

Proposed project construction would result in the loss of use of the existing alleyway that extends east from Duncan Avenue. The use of this alleyway is limited to providing secondary access to residential units currently at the project site. These residential units would be demolished as part of the proposed project. Therefore, the loss of this alleyway would not result in any access issues. Impacts would be ***less than significant***.

The school would be designed to provide access to emergency vehicles through the inclusion of all-weather surfaces providing access to structures. The school would be designed consistent with all applicable regulations requiring access for emergency vehicles. Consultation with the fire department would occur as detailed site plans are prepared in order to ensure adequate emergency access. Impacts from school design on emergency access would be ***less than significant***.

The school, along Martin Luther King Jr. Blvd., is located along major transit routes. This location would support the use of public transit. No conflicts with policies, plans, or programs supporting alternative transportation would occur. Impacts would be ***less than significant.***

Freeway Impacts

Proposed project traffic would not substantially affect freeway operations, although the project is located within 1 mile of Interstate 710 and Interstate 105. Students attending the proposed

High School reside within the City of Lynwood. Therefore, students would use the local roadway network to access the school site and would not affect freeway operations.

Faculty and staff would potentially use adjacent freeways to access the project site. The project does not meet the Congestion Management Program threshold of 150 vehicle trips that would require analysis of freeway segments, as discussed immediately below. In addition, the number of faculty and staff that would use freeways to access the site would not be substantial. An informal review of existing District employees was undertaken in order to estimate the number of commuters that would travel to the proposed high school via highways. A total of 42 percent of school district employees live either within the City of Lynwood or an adjacent community, and they generally do not use the highway to access District schools. A total of 58 percent of District employees live a sufficient distance from Lynwood that they use highways to travel to and from District schools. Assuming a similar percentage of faculty and staff at the proposed High School would reside locally, then approximately 77 personnel would use the regional highway network to commute to the school (58 percent of 133 faculty and staff). Freeway volumes and on/off ramp intersections include thousands of vehicle trips per day, and the addition of 77 additional commuter vehicles would not substantially affect freeway operations. Therefore, impacts to freeway operations would be ***less than significant.***

Mitigation Measures

Although roadway impacts would be less than significant, the following measure is recommended to further minimize localized congestion.

TR-2: All bus parking, bus drop-off and pick-up of students is to be restricted to the designated areas as indicated on the site plan.

Project Traffic Ingress

During the AM peak hour, a maximum of 672 vehicles will enter the project site from Martin Luther King Jr. Blvd. As discussed previously, approximately 80 percent of the students would arrive from the west, 10 percent from the north, and 10 percent from the south. Vehicles accessing the site from the west would enter the site by a free right turn. Vehicles arriving from the north or south would access the area generally from either Wright Road on the east or Atlantic Blvd. on the west. Vehicles accessing the area from Wright Road would travel west on Martin Luther King Jr. Blvd. and turn left into the site. Martin Luther King Jr. Blvd. is currently marked by a continuous left turn lane that has a capacity for 14 vehicles.

Of the 672 vehicles accessing the site during the AM peak hour, it is anticipated that a maximum of 10 percent of the vehicles would be required to make a left-turn into the site. This equates to a total of 67 vehicles, or, about 1 vehicle per minute. The longest anticipated left turn queue at the left turn lane would be six vehicles. This is based on a most conservative assumption that 10

percent of the vehicles would arrive all the same time and concurrently wait to make left-turns. The capacity of the left turn lane is 14 vehicles, the maximum number of vehicles expected to queue at once is six. Therefore, the existing continuous left-turn lane provides adequate capacity for vehicles accessing the site from the east. Impacts associated with left turns into the project site would be ***less than significant.***

Congestion Management Program Analysis

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). A total of 164 intersections are identified for monitoring on the system in Los Angeles County. This section describes the analysis of project-related impacts on the CMP system.

The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. The CMP "Traffic Impact Analysis Guidelines" requires analysis of all surface street monitoring locations where the proposed project adds 50 or more peak hour trips. Based on the list of surface street monitoring stations listed in the CMP, there are no stations within the study area. The CMP also requires all freeway segments to be analyzed where the proposed project adds 150 or more trips during the peak hour. Based on the trip generation characteristics of the proposed project, the project would be below this threshold and no CMP freeway stations need to be analyzed. Therefore, impacts to CMP locations would be considered ***less than significant.***

Parking

The proposed project is designed to accommodate 416 off-street parking spaces. The school would have a maximum of 1,600 students plus 68 faculty and staff members. The Institute of Transportation Engineers Parking Generation Manuel Second Edition Schedule 530, indicates an average rate of 0.19 students per off-street parking space (copy of the standard is enclosed in Appendix D). This is the average parking demand nationally. Locally, in California, student-parking ratios are substantially greater. Therefore, a higher parking ratio of 0.22 per student is identified as appropriate for this analysis. This generation rate includes students, staff, and employees.

Staff and employees vehicle occupancy is estimated at 1.25 persons per vehicle. Approximately 10 percent (7 persons) of staff and employees will arrive and depart the project site by public transit. The School District provides bus transportation for students. Approximately 25 percent of the students (400 students) will arrive by bus. An additional 15 percent of the students (240 students) will be dropped off and picked up by parents or guardians.

Based on the calculations presented in Table 3.13-6, 352 parking spaces are recommended minimum off-street parking spaces for the proposed high school.

TABLE 3.13-6 PARKING GENERATION REQUIREMENTS

Parking Generator	*Parking Ratio*	*Recommended Spaces*
1,600 students	0.22	352
Total Recommended Spaces		**352**
Total Project Spaces		*416*

Source: Institute of Transportation Engineers Parking Generation Manual, Second Edition, Schedule 530.

The school is designed to accommodate 1,600 students plus employees and faculty. At the rate suggested by the Parking Manual, the 416 parking spaces proposed by the project design are adequate to accommodate student and staff demand. As is customary at high schools, weekend or evening activities will attract additional parking demand. For overflow parking conditions, the unoccupied playing fields may be temporarily used to accommodate overflow parking at these events. In addition, there is the potential, for students, parents, faculty, and staff to park on the street or use this as a waiting area for pick/up and drop off. Impacts from this type of activity would not be substantial because adequate parking would be provided on site. Therefore, the impacts of the proposed project on parking are considered ***less than significant***.

Mitigation

Implementation of Mitigation Measures TR-3 through TR-5 are recommended to further reduce less-than-significant impacts of the proposed project on parking.

TR-3: "No Stopping" signs between 6:00 A.M. and 8:00 A.M. and 2:00 P.M. and 4:00 P.M. along Martin Luther King Jr. Boulevard should be posted on both sides, and Duncan Avenue and Wright Road, also on both sides.

TR-4: Students, faculty, and employees should park on the school site to avoid harm and inconvenience to the adjacent residential area. The District shall cooperate with the Los Angeles Sheriffs Department in responding to complaints regarding unauthorized off-campus parking.

TR-5: Special provisions including hand guidance and direction to events must be pre-planned and organized in a manner that will eliminate or minimize parking intrusion to the adjacent residential district. Special event parking should utilize unoccupied playing fields for overflow parking to avoid parking impacts on the adjacent residential areas.

Proposed City Functions

The proposed school includes a multi-purpose building and open space area that would be available for City use. These facilities are located on the project site immediately north of Walnut Avenue, and pedestrian access to the City function area would be available from Walnut Avenue. The City Zoning Code does not specify parking requirements for recreational uses. Rather, section 25-14.6(d) states that "unlisted uses including uses not involving structures...and private and recreational uses shall be provided with a number of spaces determined by the Planning Commission on the basis of the similarity to listed uses or as may be determined by the Planning Commission to satisfy the intent of this chapter." As discussed above, the proposed project includes 416 parking spaces, although the school would require 352 parking spaces. The remaining 64 parking spaces would be made available for users of the City function facilities at the project site. It is anticipated that 64 parking spaces would satisfy the intent of providing adequate off-street parking for development in the City. Existing traffic includes vehicles associated with use of the existing Ham Park. The proposed City function portions of the project site would replace existing recreational uses at the project site. Therefore, no new vehicle trips would result. Impacts on traffic and parking from the proposed City functions would be ***less than significant.***

3.13.5 Cumulative Impacts

The cumulative impact analysis considers development of the proposed project, in conjunction with three new elementary schools, a new middle school, expansion of Agnes and Lugo Elementary Schools, replacement of temporary classrooms with permanent structures at other existing schools, and renovation of existing schools, combined with development in the City of Lynwood and the adjacent communities.

Ambient traffic volumes are expected to increase at the rate of 1.5 percent per year. The target year for completion of the proposed project in addition to related District growth is 2005. At the rate of projected growth, the ambient traffic volumes will increase by a cumulative factor of 6.1 percent. Table 3.13-7 indicates existing, project, and growth increases and corresponding levels of service at study intersections. As shown in this table, all intersections would continue to operate at LOS A.

Development of up to four additional schools could also result in local increases in vehicle trips, from drop-off and pick-up of students (from both private vehicles and school buses) and from staff and faculty employed at each individual school. However, given the enrollment at each location (1,200 students at the middle school at approximately 700 students at each elementary school), the geographic spread of the proposed schools, and the predominate local nature of most school-related vehicle trips (e.g., between home and school), the contribution of the

TABLE 3.13-7 COMPARISON OF CURRENT AND PROJECT-GENERATED TRAFFIC VOLUMES/ICU VALUES/LOS

Intersection	*ICU Value (V/C ratio) (current conditions)*	*ICU Value (V/C ratio) (cumulative w/project)*	*LOS (Current)*	*LOS (cumulative w/project)*
MLK/Atlantic	0.51	0.61	A	A
MLK/Wright	0.35	0.48	A	A
MLK/Duncan	0.33	0.26	A	A
Duncan/Cortland	0.13	0.15	A	A
Wright/Cortland	0.15	0.20	A	A

Source: Paul Singer, P.E.

development of up to five new schools would not be cumulatively considerable (Paul Singer 2001, personal communication).

Projects developed in the City of Lynwood and the adjacent jurisdictions would increase localized traffic. These projects are generally a considerable distance from the proposed project site, with the closest related development project being the Lynwood Town Center and Marketplace, over a mile from the proposed New High School. Given the existing free-flow conditions, the localized effects of traffic increases due to the related projects, and the geographic spread of these projects, the contribution of the related development projects would not be cumulatively considerable (Singer 2001, personal communication).

Pedestrian traffic to and from the new school sites could result in hazards to pedestrians, including students walking to and from school. In accord with the requirements of the California Department of Education, the LUSD will be required to designate safe pedestrian routes to each of the proposed new schools. As new schools are added, the geographic area served by existing schools may change. As a result, the designated safe routes to existing schools may warrant modification. This would be a ***significant*** impact.

CUM-1: The LUSD shall update the designated safe routes to schools for all existing schools, at such time as the number and location of new schools has been identified.

With implementation of Mitigation Measures CUM-1, the cumulative impact of the proposed project would be reduced to a ***less-than-significant*** level.

All District schools would be designed to provide access to emergency vehicles through the inclusion of all-weather surfaces providing access to structures. Schools would be designed consistent with all applicable regulations requiring access for emergency vehicles. Consultation with the fire department would occur as detailed site plans are prepared in order to ensure adequate emergency access. Cumulative impacts on emergency access from related project development would not be cumulatively considerable.

4.0 PROJECT ALTERNATIVES

4.1 Introduction

An EIR prepared pursuant to CEQA and the State CEQA Guidelines must describe and comparatively evaluate a range of alternatives to the proposed project (see §15126.6 of the CEQA Guidelines). The lead agency is given substantial latitude in determining the range of reasonable alternatives under the general guidance that alternative must be feasible and shall be selected and described in a manner to foster meaningful public participation and informed decision making. The analysis of the environmental effects of the alternatives is intended to be less detailed than the analysis of the proposed project and to be primarily comparative.

4.2 Project Objectives

As required under CEQA, the alternatives to the project should feasibly attain most of the basic objectives of the project but avoid or substantially lessen any of the significant effects of the project. The overall goal of the proposed project is to provide high school capacity to adequately serve the Lynwood community. Specific project objectives are to

- Provide a range of academic programs (including a core curriculum, arts, sciences and physical education) for 1,600 high school students on a contiguous site
- Relieve overcrowding at the existing Lynwood High School
- Expand enrollment capacity to meet projected Lynwood Unified School District needs based on existing elementary and middle school enrollment and demographic projections
- Develop a school that utilizes funds available for districts with "hardship status" as specified in Senate Bill 50

4.3 Other Alternatives Considered

In addition to the alternatives analyzed in section 4.4 below, two other potential alternatives were considered in the preparation of this EIR, but detailed analysis is not provided herein because these alternatives are not considered feasible: (1) expansion of the existing Lynwood High School and (2) development of the proposed project at an alternative site.

4.3.1 Expansion of Lynwood High School

The existing Lynwood High School was originally designed with a capacity for 3,472 students, but currently enrolls approximately 4,346 students. During 2001, nine modular classrooms were added to the existing high school to current enrollment growth. The proposed project would

accommodate 1,600 students, of which approximately 875 students are currently enrolled at Lynwood High School. Therefore to accommodate the projected enrollment growth from existing elementary and middle school students that will reach high school age in the coming years, the total future enrollment of the high school would need to be increased to approximately 5,100 students. Expanding the Lynwood High School to accommodate 5,100 students is not desirable form an instructional or administrative perspective and is not feasible without additional property.

Because the existing school is beyond capacity, additional modular classrooms would be required to accommodate an additional 725 students. With an average class size of 27 students (the current State standard for secondary schools), approximately 27 classrooms (or teaching stations) would be required. Based on the State standard of a minimum 960 square feet per classroom, that would require at least 25,920 square feet of new classroom facilities. Provision of additional 27 classrooms would require covering of approximately one acre of the existing site with modular buildings (and associated circulation space between the buildings). Because current enrollment at the school is over the design capacity, the placement of additional modular buildings would require the loss of either open space, playing fields, basketball (or other) courts, or surface parking. Because of ongoing parking limitations at the High School, removal of existing surface parking is not considered feasible, thus additional modular classrooms would either remove open space or space used for physical education. This could require the District to reduce the range of physical education programs offered.

To accommodate the additional students, the existing site of the high school could also be expanded, to provide room for additional classrooms, physical education space, support facilities, and parking. Using the proposed project as a guide (with 1,600 students on approximately 14.8 acres), expansion of the existing site to accommodate approximately 725 students could require up to 7.4 acres to accommodate the classrooms, support facilities, physical education space, and parking facilities.5

As there is no vacant land adjacent to the existing high school, expansion of the existing site would require the acquisition of adjacent residential parcels, and the demolition of those residential units. Most of the land around the existing high school is zoned for single family housing, with a residential density of one to seven dwelling units per acre. Using the proposed project as a guide, expansion of the existing site by 7.4 acres would require acquisition and demolition of approximately 52 residential units (assuming a density of seven dwelling units per acre).

5. Note: The CDE suggests that up to 25.7 acres of land is needed for a high school with 800 students (for physical education, buildings, and parking). (CDE, 1987)

Because expansion of the existing high school would result in a total enrollment of 5,100 students at a single high school site and would involve the acquisition of substantial new property, which would result in the loss of adjacent housing, this conceptual alternative is considered infeasible and was not further analyzed in this EIR.

4.3.2 Development at Various Sites in Lynwood

As described in the Introduction (section 1.7.1), following approval of the Facilities Master Plan, the LUSD embarked upon a process to identify and evaluate potential sites for new schools. The District identified fifteen sites that were reviewed with the State Department of Education, which evaluated the potential sites using the review criteria in the *School Selection and Approval Guide* (CDE, 2000). These criteria include, but are not limited to: proximity to high-voltage power transmission lines; proximity to railroads; presence of toxic or hazardous substances; proximity to underground pipelines, proximity to major roads; traffic and school bus safety conditions; potential for flooding or inundation, or potential for other health hazards. Nine of the 15 sites were eliminated in this process. Thus, development of a high school at any of those sites is considered infeasible, because they would fail to meet the selection criteria established by the State of California. Of the remaining six sites which were not eliminated in this review process, the proposed project site is the largest, and therefore the one that could most feasibly accommodate the proposed project. Development of the proposed high school at one of the smaller sites would require a reduction in enrollment capacity for the new high school. A reduction in the school size would impede the ability of the project to meet two basic project objectives (to accommodate 1,600 students and expand future enrollment capacity) and is therefore not evaluated further in this EIR.

Expansion of existing school sites would result in impacts to existing school operations, either by eliminating existing schools or other functions. Another option would be to expand another one of other identified sites. Expansion of one of these sites would require the acquisition of adjacent residential or commercial properties in order to achieve a site large enough (e.g., 14.8 acres) that would accommodate 1,600 students and meet project objectives. This could result in impacts to adjacent residential or commercial properties that could be greater than the proposed project. Because there are no alternative sites available in the City of Lynwood that are large enough to accommodate the proposed project, this conceptual alternative is not further evaluated in this EIR.

With regard to sites outside the City limits, to the west and north of Lynwood, the parcels that may be used for school sites in Los Angeles and South Gate have already been earmarked for use by the Los Angeles Unified School District. To the east, the Long Beach Freeway separates Lynwood from Downey and Paramount, so that there are no parcels adjacent to Lynwood. To the south, the properties are within the jurisdiction of the Compton Unified School District and the City of Compton and are not available for the use by the District.

4.4 Alternatives to the Proposed Project

Analysis of every possible alternative or option or combination of options would overburden the EIR with an unnecessary amount of detail that would be redundant and complex, and would as a result fail to provide meaningful information for the School Board to consider in its review of the project. To develop the alternatives that are analyzed herein, a list of potential alternatives was prepared. Each potential alternative was evaluated, to determinate whether it would (1) feasibly attain most of the basic objectives of the project, (2) have the potential to avoid or substantially lessen any of the significant effects of the project, and (3) likely be considered feasible.

Alternatives to the project that could potentially meet most of the project objectives and avoid or substantially lessen any of the significant effects of the project are analyzed in this EIR as part of the environmental review of the project. The analysis of each alternative provides a comparison of the potential impacts of the alternative in relation to the project. The following alternatives are evaluated in this EIR: (1) No Project, (2) Ham Park Only, (3) No Development within Ham Park, and (4) a Ham Park/Civic Center Alternative

4.4.1 Alternative 1: No Project Alternative

Under the No Project Alternative, the proposed project new high school would not be developed. As existing elementary and middle school students reach high school age, enrollment demand at the existing high school would continue to grow. Lynwood High School would continue to operate in exceedance of capacity, and accommodation of additional students would require provision of additional modular classrooms. Accelerated physical deterioration of existing facilities would continue as a result of overcrowding.

No alterations to Ham Park would occur and the adjacent residences would remain in the current condition. The 14.8 acres of land that comprise the proposed site would remain as a park and residential dwelling units. None of the impacts of the proposed project would result under this alternative. Under this alternative, future conditions in the vicinity of the proposed site would generally be the same as existing conditions, which were described in the environmental setting section for each environmental topic in Chapter 3.

Because no additional enrollment capacity would be provided, future increases in enrollment demand at Lynwood High School would likely require the provision of additional modular classrooms. To accommodate an additional 800 students (above current enrollment), assuming an average class size of 27 students (the current State standard for secondary schools), approximately 30 classrooms (or teaching stations) would be required to meet enrollment projections. Based on the State standard of a minimum 960 square feet per classroom, that would require at least 28,800 square feet of new classroom facilities. Because current enrollment

at the school is over the design capacity, the placement of additional modular buildings would require the loss of either open space, playing fields, basketball (or other) courts, or surface parking. Because of ongoing parking limitations at the High School, removal of existing surface parking is not considered feasible, thus additional modular classrooms would either remove campus open space or space used for physical education. This could constrain the ability of the District to continue to provide an appropriate range of physical education programs.

Relationship to Project Objectives

Under this alternative, the District would be unable to provide a range of academic programs for 1,600 high school students on a contiguous site; overcrowding at the existing Lynwood High School would continue; enrollment capacity would not meet projected enrollment demand; and a school would not be developed that utilizes funds available under Senate Bill 50. Therefore, none of the project objectives would be met by the No Project Alternative.

4.4.2 Alternative 2: Ham Park Site Only

Under this alternative, the proposed project would be reconfigured so that all school buildings would be constructed within the existing boundaries of the approximately 10-acre Ham Park. The proposed project, as currently configured, would result in the construction of a parking structure, a multi-purpose "City function" building, and a "tot lot" (for use by area residents) in an area of approximately 4.8 acres along the western edge of the proposed site, which would require the removal of 47 residential units. Under this alternative, the parking garage, "City function" building, and "tot lot" would be constructed on the southern portion of the site, in the area currently occupied by playing fields. The Abbott Residence would be relocated to the southern portion of the site. No residential units would be removed; however, the portion of the site available for recreational playing fields would be reduced by approximately half. As a result, the extent of physical education programs that could be offered at the new high school would be substantially reduced.

Aesthetics

Project-related aesthetic impacts would result from a change in land use, modification, or loss of open space, and introduction of nighttime lighting. Under this alternative, the area impacted by project development would be limited to the existing boundaries of Ham Park. The school facilities and parking structure would all be constructed, although the location of some facilities would be shifted onto the southern portion of the site. As the components of the project and the design of the project would be generally similar to the proposed project, development under this alternative would be compatible with the visual quality of the area, with school buildings, recreational facilities, playing fields, and landscaped open spaces. The impact to visual character of the site would be less than significant, similar to the proposed project. Nighttime lighting impacts would be generally the same as the proposed project, and less than significant.

Open space under this alternative would be substantially reduced compared to both existing conditions and the proposed project. The existing park currently provides approximately 8.1 acres of landscaped areas and open space (and a similar amount would be provided under the proposed project). Under this alternative, approximately half of the playing field space at the southern portion of the site would be covered by the parking structure. Thus, of the 10-acre site, only approximately 4 acres would remain open space, which would be encompassed within the campus. This loss of open space would represent a substantial effect on a scenic resource (in comparison to the project, for which approximately 8.1 acres of open space will be provided), which would be a significant impact.

Air Quality

Project-related air quality impacts would result from demolition of existing structures, grading of the site, construction of new structures, and from mobile and stationary emissions during operation of the proposed school. Under this alternative, none of the residential units would be demolished, and the proposed site would be reduced from 14.8 to approximately 10 acres, which would reduce the area of the site that would be graded. A reduction in the number of existing structures that would be demolished and the area subject to grading would reduce construction related emissions. However, because all of the proposed school facilities (the "City function" building and "tot lot") would be constructed, criteria pollutant emissions associated with construction of new facilities would be the same as the proposed project, which would result in less-than-significant impacts. Because all of the school facilities, the and parking structure, the "City function" building and the "tot lot", would be constructed under this alternative, operational impacts would remain the same as the proposed project, and would be less than significant.

Biological Resources

Project-related biological resource impacts could occur due to removal of trees in which migratory birds are nesting. This alternative would avoid demolition of residential units, although construction at the park would still occur. Therefore, because the area affected by the project would be reduced, potential impacts on biological resources would also be reduced, and would remain less than significant.

Cultural Resources

Project-related cultural resource impacts would result from relocation of the Abbott Residence, and grading of the site, which could uncover or disturb buried archaeological resources. This alternative would still result in construction of the project within the existing boundaries of Ham Park, which would involve relocation of the Abbott Residence (to an alternative location within the southern portion of the site) and grading of the site, which could effect unknown, intact archaeological deposits. Because the area distributed by grading would be reduced, the potential

to uncover archaeological deposits during construction would be reduced. However, because this alternative would still involve relocation of the Abbott Residence potential impacts to the historical significance of the structure could still occur. Because of the reduced size of the site, the amount of open space would be reduced, which could reduce the amount of open space around the relocated structure and school facilities, which could impair the structure's historical context. Further, because of the unknown structural integrity of the structure (because of damage from a previous fire), relocation of the structure may not be physically possible. If relocation of the structure is not physically feasible, then demolition of the structure would result in a significant unmitigable impact, similar to the proposed project. No demolition of residential structures would occur under this alternative. Because Ham Park is not considered a historic resource, removal of the park would not result in an impact to a historic resource.

Geologic Resources

Project-related geological resource impacts would occur due to grading of the site and construction of new structures, which could expose people and property to seismic shaking. This alternative would avoid demolition of residential units, although construction of the school facilities within the existing park boundaries would still occur. Therefore, because the area affected by the project would be reduced, potential impacts on geological resources would also be reduced. However, because of the potential for the development of the school to increase wind and water erosion of the site during construction, and expose people and structures to seismic shaking during project operation, those impacts would remain significant, but could be mitigated to less-than-significant levels with incorporation of the identified mitigation measures.

Hazardous Materials

Project-related hazardous material impacts would result from demolition of existing structures, the potential to uncover subsurface materials during grading and excavation of the site, use and storage of hazardous materials during operations, and from air toxics and hazardous materials in the vicinity of the site. As this alternative would not involve demolition any of existing residential structures, potential impacts associated with exposure of construction personnel and the public to hazardous materials during demolition would be less than the proposed project. Potentially significant impacts associated with discovery of hazardous materials during grading and excavation of the site would still occur, but those significant impacts could be reduced to less-than-significant levels with incorporation of the identified mitigation. Similar to the proposed project, this alternative may require modification of the existing adopted emergency response plan, although this impact would be mitigated through consultation with the City and Fire Department. Risks from storage of hazardous materials (e.g., cleaning products, pesticides and fertilizers) would be less than significant, similar to the proposed project. Carcinogenic and non-carcinogenic impacts associated from air toxics and hazardous materials from sources within a quarter mile of the site would be less than significant, the same as the proposed project.

Hydrology and Water Quality

Project-related hydrology and water quality impacts would occur as a result of construction activities, increases in impervious surfaces, the presence of urban contaminants in stormwater and from the placement of structures in areas subject to ponding during a 100-year flood. Under this alternative, the area of the site would be reduced from approximately 14.8 to 10 acres, therefore potential impacts associated with construction and operation of the project would be less than the proposed project. Construction-related impacts and impacts associated with urban stormwater contaminants would remain significant, but mitigable to a less-than-significant level with incorporation of identified mitigation. Because all of the school facilities and the "city-function" building would be developed, along with a parking structure, the open space on the site would be substantially reduced compared to both existing conditions and the proposed project. The existing park currently provides approximately 8.1 acres of landscaped areas and open space, and a similar amount would be provided under the proposed project. Under this alternative, the playing fields and open space would be reduced by approximately half. Thus, of the 10-acre site, approximately 4 acres would remain open space. Although stormwater runoff associated with this alternative would be greater than the proposed project, impacts would be less than significant. Under this alternative, proposed structures and parking would still be sited within an area of ponding during a 100-year flood. These impacts would be addressed by proposed project mitigation measures, and impacts would be significant but mitigable.

Land Use

Project-related land use impacts would result from changes in land use at the site, and from potential incompatibilities with the zoning code and general plan of the City of Lynwood. Under this alternative, the area of the site would be reduced from approximately 14.8 to 10 acres, and would limit development to within the existing boundaries of Ham Park. All of the school facilities, "City function" building, and parking structure would be constructed, generally consistent with parameters of the proposed project. Therefore, the land use impacts of this alternative would be generally similar to the proposed project, and inconsistent with certain goals and policies of the Lynwood zoning code and general plan related to height requirements. Because of the smaller site, setbacks may be reduced compared to the proposed project and greater heights of structures may be required to accommodate the school faciliites, which would result in a greater inconsistency with zoning code requirements than the proposed project. Loss of parkland would be inconsistent with Goal 1 and Policy 1 of the Open Space and Conservation Element of the General Plan, similar to the proposed project. Because no loss of residential housing would occur, the project would be consistent with the goals and policies related to housing, including the Land Use and Housing elements. Therefore, although impacts would be reduced compared to the proposed project, land use impacts would remain significant

and unavoidable, due to loss of parkland and inconsistency with setback and height requirements.

Noise

Project-related noise impacts would result from demolition of existing structures, grading of the site, construction of new structures, and operation of the project. Under this alternative, the area of the site would be limited to the existing boundaries of Ham Park, and no residential structures would be demolished, therefore noise impacts associated with demolition and grading would be less than the proposed project. However, because all of the school facilities, parking structure, "City function" building, and "tot lot" would be constructed, noise impacts associated with new construction would be significant, but mitigable to a less-than-significant level, similar to the proposed project. Operational impacts, from project-related traffic, would be consistent with the proposed project and less than significant. As the area available for playing fields would be reduced, noise impacts from use of the playing fields would be reduced compared to the proposed project, and would be less than significant. However, because existing residences immediately adjacent to Ham Park would remain, those homes would be exposed to greater noise levels from school operations than under the proposed project (where all residences are separated by a street from the school site). Therefore, operational noise impacts would be greater for some of the nearest residences.

Population and Housing

Project-related population and housing impacts would result from displacement of residents, hiring of new teachers and staff, and loss of housing units. Under this alternative, no existing housing units would be removed, and no displacement of residents would occur. Student enrollment would be the same as the proposed project, and the same number of teachers and staff would be hired. Those impacts would be less than significant, similar to the proposed project.

Public Services and Utilities

Project-related public service and utility impacts would result from additional demand for police and fire protection services, consumption of water, generation of wastewater and solid waste, consumption of energy. Although the size of the site would be reduced, because all of the school facilities, the "City function" building and the parking structure would be constructed, operational impacts would be similar to the proposed project, which would be less than significant.

Recreational Resources

Project-related recreational resource impacts would result from loss of existing park space and recreational facilities, and the potential for increase physical deterioration of shared recreational facilities (for both park and public use). Because the entire school would be developed within the Ham Park site, the area available for playing fields and recreational facilities would be reduced, therefore impacts related to the loss of the park and recreational facilities would be greater under this alternative, and would be significant and unavoidable. Impacts related to physical deterioration of shared recreational facilities would be significant, but mitigable to a less-than-significant level, similar to the proposed project.

Transportation

Project-related transportation impacts would result from traffic associated with students, teachers, and staff, from the project-related parking demand, and from potential pedestrian hazards. Although the size of the site would be reduced, because all of the school facilities, the "City function" building and the parking structure would be constructed, operational impacts, including potential pedestrian hazards, would be similar to the proposed project, which would be less than significant. Because the proposed parking structure would be constructed on the southern portion of the site, access routes to the structure would be changed, resulting in increased traffic on the streets adjacent to the southern portion of the site, including Wright Road, Cortland Avenue, and Louise Avenue. Because of the current low traffic volumes, the addition of school-related traffic is unlikely to result in any significant impacts.

Relationship to Project Objectives

Under this alternative, the District could relieve overcrowding at the existing Lynwood High School; expand enrollment capacity to meet projected enrollment demand; and develop a school that utilizes funds available under Senate Bill 50. However, the school site would be reduced is size and would not be adequate for a new high school. Because the size of the site would be reduced from approximately 14.8 to 10 acres, the amount of land area available for physical education programs would be reduced from approximately 8.1 to 4 acres. The smaller site would substantially constrain the design of the high school and limit programmatic and educational options for the school. For example, the range of physical education programs that could be offered at the site would be reduced, compared to the proposed project. Therefore, this alternative would not meet the objective to offer a full range of academic programs (including physical education) for 1,600 students on a contiguous site.

4.4.3 Alternative 3: Limited Development of Ham Park

Under this alternative, the project would be reconfigured to avoid development of construction of high school buildings within the existing boundaries of Ham Park. The school facilities and

parking structure would be constructed within the area currently occupied by residential facilities (with the parking structure in generally the same location as the proposed project on Martin Luther King Jr. Boulevard). Ham Park would be utilized during school hours by the high school. As a result, Ham Park would be reconfigured to provide playing fields (e.g., on the southern portion of the park) and other recreational facilities (e.g., basketball courts on the northern portion of park), which would be utilized for physical education programs during school hours. In order to provide sufficient area to construct the school buildings and a parking structure outside the boundaries of Ham Park, additional residential properties (compared to the proposed project) would need to be acquired.

This alternative would require a site of approximately 14.8 acres. Of those 14.8 acres, approximately 8.1 acres would be playing fields and open space and approximately 6.7 acres would be covered by buildings and the parking structure. Therefore, in addition to the use of the 10-acre park, this alternative would require acquisition of approximately 6.7 acres of residential properties adjacent to the park to accommodate the school facilities and parking structure (i.e., approximately 1.9 more acres than required for the proposed project). Because no new structures would be built within Ham Park, no relocation of the Abbott Residence would be required, and no replacement of the "City function" building or "tot lot" would be required. However, in order the meet the criteria of the Division of State Architect for schools, a secure area (e.g., surrounded by a fence) would have to be established. Depending on the layout of the site, daytime access to the "City function" building and the "tot lot" could be restricted, because of the need to provide a secure site for all of the high school functions. As a result, although no relocation of the City function building and tot lot would be required (since Ham Park would not be developed with school facilities), it is anticipated that these facilities would not be available during school hours.

Aesthetics

Project-related aesthetic impacts would result from a change in land use, modification, or loss of open space, and introduction of nighttime lighting. Under this alternative, no structures would be developed within the boundaries of Ham Park. The high school facilities and parking structure would be developed in the area west of Ham Park (in a configuration generally similar to the proposed project), currently occupied by residential structures. Ham Park would remain as landscaped open space and playing fields, and although the recreational space might be reconfigured, the visual character would be generally similar to existing conditions. As the components of the project and the design would be generally similar to the proposed project, development under this alternative would be compatible with the visual quality of the residential area surrounding the site, with a school buildings, recreational facilities, playing fields, and landscaped open spaces. The impact to visual character of the site would be less than significant, similar to the proposed project. Impacts associated with night lighting would be generally the same as the proposed project, and less than significant.

Air Quality

Project-related air quality impacts would result from demolition of existing structures, grading of the site, construction of new structures, and from mobile and stationary emissions during operation of the proposed school. Under this alternative, the area that would be subject to grading (for development of playing fields, basketball courts and other recreational space) would increase from approximately 14.8 to 16.7 acres, and a greater number of residential structures would be demolished. Therefore, criteria pollutant emissions associated with demolition, grading and construction of new facilities would be the greater than the proposed project, although impacts from construction would be less than significant. Because all of the school facilities and parking structure would be constructed under this alternative, operational impacts would be generally similar to the proposed project, and would be less than significant.

Biological Resources

Project-related biological resource impacts could occur due to removal of trees in which migratory birds are nesting. Under this alternative, the area subject to grading and construction would be expanded from approximately 14.8 to 16.7 acres. Because the area affected by the project would be increased under this alternative, potential impacts on biological resources would be greater, however these impacts would be less than significant.

Cultural Resources

Project-related cultural resource impacts would result from relocation of the Abbott Residence, and grading of the site, which could uncover or disturb buried archaeological resources. Because this alternative would not involve construction of new buildings within Ham Park, the significant and unavoidable impacts related to relocation of the Abbott House would not occur. Because the area of the subject to construction activities would be increased from 14.8 to 16.7 acres, the area subject to grading would be increased, therefore potential impacts to subsurface archaeological deposits would be greater. These potentially significant impacts could be reduced to a less-than-significant level with incorporation of the identified mitigation. Because the neighborhood west of Ham Park is not associated with any particular trend, era, event, or series of events, or historical pattern, demolition of residential structures in this area is not anticipated to result in impacts to any historical resources.

Geologic Resources

Project-related geological resource impacts would occur due to grading of the site and construction of new structures, which could expose people and property to seismic shaking. Under this alternative, the area subject to construction activities would be expanded from approximately 14.8 to 16.7 acres, which would increase the area subject to grading. The potential for the construction to increase wind and water erosion of the site during construction

would be greater than the proposed project. Development of this alternative would expose people and structures to seismic shaking during project operation. These impacts would be significant, but could be mitigated to less-than-significant levels with incorporation of the identified mitigation measures.

Hazardous Materials

Project-related hazardous materials impacts would result from demolition of existing structures, and the potential to uncover subsurface materials during grading and excavation of the site. Compared to the proposed project, a greater number of residential structures would be demolished during site clearance. Potentially significant impacts associated with discovery of hazardous materials during grading and excavation of the site would also be greater than the proposed project (because of the larger area subject to grading). These significant impacts could be reduced to less-than-significant levels with incorporation of the identified mitigation. Similar to the proposed project, this alternative may require modification of the existing adopted emergency response plan, although this impact would be mitigated through consultation with the City and Fire Department. Risks from storage of hazardous materials (e.g., cleaning products, pesticides and fertilizers) would be less than significant, similar to the proposed project. Carcinogenic and non-carcinogenic impacts associated from air toxics and hazardous materials from sources within a quarter mile of the site would be less than significant, the same as the proposed project.

Hydrology and Water Quality

Project-related hydrology and water quality impacts would occur as a result of construction activities, increases in impervious surfaces, the presence of urban contaminants in stormwater and from the placement of structures in areas subject to ponding during a 100-year flood. Under this alternative, the area subject to construction be increased from approximately 14.8 to 16.7 acres, therefore construction-related impacts and impacts associated with urban stormwater contaminants would be greater than the proposed project. These significant impacts could be mitigated to a less-than-significant level with incorporation of identified mitigation. Because the school facilities and parking structure would be constructed under this alternative, the extent of impervious surfaces would be similar to the proposed project, and therefore runoff would be similar to the proposed project. Runoff from the site could contain urban contaminants that would affect water quality, similar to the proposed project. Assuming compliance with the requirement for a Standard Urban Stormwater Mitigation Plan, these impacts would be less than significant, similar to the proposed project. Under this alternative, the proposed new structures and parking would be outside the designated area of ponding during a 100-year flood, therefore this potentially significant impact of the project would be avoided.

Land Use

Project-related land use impacts would result from changes in land use at the site, and from potential incompatibilities with the zoning code and general plan of the City of Lynwood. Under this alternative, the area of the site would be increased from approximately 14.8 to 16.7 acres, and would not involve any development within the existing boundaries of Ham Park. All of the school facilities and parking structure would be constructed within the area currently occupied by residential structures. Those facilities would be built generally consistent with parameters of the proposed project; therefore land use impacts of this alternative would be generally similar to the proposed project. Development would be incompatible with certain goals and policies of the Lynwood zoning code related to height requirements and setbacks. Impacts related to compatibility with the City's zoning code requirements could be greater if greater mass and density were required to accommodate the high school facilities on the reconfigured and expanded site. Although loss of residential housing units would be greater than the proposed project (because of the expanded site), this alternative would be in conformance with City of Lynwood Land Use Element goals, similar to the proposed project. The use of the park for physical education programs would preclude the public use of the park during school hours, which would conflict with Open Space and Conservation Element Goal 1 and Policy 1, since the park facilities would effectively be removed from public use during school hours. To the extent that the "City function" building and the "tot lot" are unavailable during school hours (in order to provide a secure school site), then these conflicts with general plan elements may be greater than the proposed project, since the proposed project would replace these facilities in a portion of the site that would remain available for use during school hours. Although more housing units would be demolished, this alternative would remain in conformance with the goals of the Housing Element. Overall, land use impacts may be greater than the proposed project, and land use impacts would be significant and unavoidable.

Noise

Project-related noise impacts would result from demolition of existing structures, grading of the site, construction of new structures, and operation of the project. Because the area of the site would be expanded, and a larger number of residential structures would be demolished, noise impacts from demolition and grading would be greater than the proposed project. Because the school facilities and parking structure would be constructed, noise impacts associated with new construction would be similar to the proposed project. This significant impact could be mitigated to a less-than-significant level with inclusion of the identified mitigation. Operational impacts, from project-related traffic, would be consistent with the proposed project and less than significant. Operational noise impacts from use of the playing fields would be comparable to the proposed project, and would be less than significant.

Population and Housing

Project-related population and housing impacts would result from displacement of residents, hiring of new teachers and staff, and loss of housing units. To accommodate the school facilities and parking structure outside the boundaries of Ham Park, a larger number of residential parcels would need to be acquired. Although no precise estimate can be provided without specific site boundaries, using the proposed project as a guide (with 47 residential units of 4.8 acres), acquisition of 6.7 acres of residential parcels could result in demolition of approximately 66 residential units and displacement of those residents. This impact would be less than significant, similar to the proposed project. Development of a relocation plan and the provision of relocation assistance to affected residents would assure that impacts remain less than significant. Impacts related to new staff and teachers would be the same as the proposed project, less than significant.

Public Services and Utilities

Project-related public service and utility impacts would result from additional demand for police and fire protection services, consumption of water, generation of wastewater and solid waste, consumption of energy. Impacts on public services and utilities would generally be the same as the proposed project, as the school facilities and parking structure would be constructed. These impacts would be less than significant.

Recreational Resources

Project-related recreational resource impacts would result from loss of existing park space and recreational facilities. This alternative would retain park facilities (i.e., community centers, tot lot) in their present location. Therefore, these facilities would be located within the secure high school campus and would not be publicly available during school hours, resulting in a loss of access to park facilities during these times. Similar to the proposed project, the use of the park for physical education programs would also increase the potential for physical deterioration of facilities due to their shared use. These impacts would be significant and unavoidable, even with inclusion of the identified mitigation.

Transportation

Project-related transportation impacts would result from traffic associated with students, teachers, and staff; from the project-related parking demand; and from potential pedestrian hazards. Because the parking structure would be sited at generally the same location as the proposed project, impacts to transportation would be the same as described for the proposed project. Development of the school facilities and parking structure in the residential area adjacent to the park would result in less than significant due current traffic conditions and the

relatively low project-related trip generation. Potential pedestrian hazards would be similar to the proposed project, and less than significant.

Relationship to Project Objectives

Under this alternative, assuming that the District could adequately secure the site, including the existing park areas, as required by State law, the District could: offer a full range of academic programs (including physical education) for 1,600 students on a contiguous site; relieve overcrowding at the existing Lynwood High School and expand enrollment capacity to meet projected enrollment demand. It appears that this alternative would be eligible for funding under Senate Bill 50, as would the proposed project. Although this alternative would, therefore, be capable of achieving the project objectives, it would substantially increase the adverse impacts upon the use if the park facilities, including the tot lot. The proposed project has been designed to accommodate the proposed new high school and to replace the City's park facilities, including the tot lot, in an area removed from the proposed school facilities, so that the public could retain access to these facilities even during school hours. This alternative would not permit the relocation or replacement of such park facilities, and, therefore, would result in greater impacts related to the loss of parkland. This alternative would meet identified project objectives, although impacts would be worse than under the proposed project.

4.4.4 Ham Park/Civic Center Alternative

In response to the Notice of Preparation for this EIR (and in consultation with the District on other occasions), the City of Lynwood suggested an alternative to the proposed project that would include development a sports-magnet high school (or "sports academy") at the site of Ham Park and an arts-magnet high school adjacent to the Lynwood Civic Center.

Although the City developed preliminary drawings for this conceptual alternative, the City did not provide the School Board and the public with any detailed information related to this concept. To give the School Board and the public with information regarding the potential for such an alternative to reduce or avoid the potential impacts of the proposed project, the following analysis is provided.

For this alternative, it is assumed that two schools would be developed; one a sports-magnet school with an enrollment of 600 students at the site of the existing Ham Park; the second an arts-magnet school with an enrollment of 1,000 students located in the area surrounding Lynwood City Hall, the City Hall Annex, and the site on Martin Luther King Boulevard between Bullis Road and Ernestine Avenue currently occupied by a former bowling alley (which is the site proposed for Elementary School No. 3). It is assumed that each school would include classroom and related support space (e.g., administration, cafeteria etc.), and provide on-site parking for students, teachers, and staff. It is assumed that the sports magnet at Ham Park

would provide facilities appropriate to the general curriculum and physical education, and the arts-magnet at the Civic Center would include facilities for the general curriculum and the arts, but without facilities for physical education (due to space limitations at that location). It is further assumed that existing parking lots at the Civic Center would be replaced with a single parking structure that would serve both the art-magnet school and the Civic Center, with access from both Bullis Road and Ernestine Avenue. It is assumed that no facilities or functions at the Civic Center would be removed as a result of this alternative.

Because two schools would be developed under this alternative, it is assumed that some duplication of facilities would be required (e.g., administration, food service) at each school, and that the overall land area impacted by two schools would be greater than the single school proposed for the project.

Aesthetics

Project-related aesthetic impacts would result from a change in land use, modification, or loss of open space, and introduction of nighttime lighting. Under this alternative, development would occur at two locations: Ham Park and the Civic Center. Development of a sports-magnet high school at Ham Park would be similar to Alternative 2 (No Loss of Residential Units), with development of school buildings, a parking structure and physical education space (including playing fields and courts). This would include the reduction in landscaped open space at the Ham Park site, and the introduction of night lighting. Development of an arts-magnet high school at the Civic Center would result in changes in the visual character of that site, with existing open space and parking lots converted into schools buildings and a parking structure. In general, this would result in the loss of open space and the introduction of taller buildings and a parking structure (to serve both the school and the Civic Center). Because development would occur at two locations, impacts would be greater than the proposed project, however these impacts would be less than significant, as the development would be generally consistent with the character of existing buildings at those locations and surrounding development.

Air Quality

Project-related air quality impacts would result from demolition of existing structures, grading of the site, construction of new structures, and from mobile and stationary emissions during operation of the proposed school. Development of a sports-magnet at Ham Park would require demolition of the existing multi-purpose building at the site, grading of the site, and construction of school buildings, physical education facilities, and a parking structure. No residential buildings would be demolished at this location, similar to Alternative No. 2. Development of an arts-magnet school at the Civic Center would involve the demolition of some buildings and parking lots, grading of the site, and the construction of school buildings and a parking structure (to serve both the school and the Civic Center). Because no residential structures would be

demolished under this alternative, emissions associated with demolition would be less than the proposed project. Because construction would occur at two sites, some facilities would be duplicated at both sites, and a larger parking structure would be needed at the Civic Center (to serve the school and adjacent city buildings), construction-related emissions would be greater than the proposed project. However, impacts form construction would be less than significant. Although operational impacts (from stationary and mobile sources) would be slightly greater than the proposed project because of the duplication of facilities and staff (e.g., administrative and food service), these impacts would be less than significant.

Biological Resources

Project-related biological resource impacts could occur due to removal of trees in which migratory birds are nesting. Under this alternative, development would occur at two locations: Ham Park and the Civic Center. Because the total area impacted by the development of two schools would be greater than that proposed project, this less-than-significant impact would be greater than the proposed project.

Cultural Resources

Project-related cultural resource impacts would result from relocation of the Abbott Residence, and grading of the site, which could uncover or disturb buried archaeological resources. Under this alternative, development would occur at two locations: Ham Park and the Civic Center. Because this alternative would still result in construction of school facilities within the existing boundaries of Ham Park, it is assumed that relocation of the Abbott Residence (to an alternative location within the site) would be required. Because development of two schools at two locations would impact a larger area, the potential for site clearance to uncover unknown archaeological deposits would be greater than for the proposed project. This significant impact could be mitigated to a less-than-significant level with implementation of the identified mitigation. Development of the arts-magnet school at the Civic Center would require demolition of a commercial structure at Martin Luther King Boulevard and Ernestine Street, although this is not considered a historic resource. Because Ham Park is not considered a historic resource, development of a sports-magnet and loss of the park would not result in an impact to a historic resource.

Geologic Resources

Project-related geological resource impacts would occur due to grading of the site and construction of new structures, which could expose people and property to seismic shaking. Under this alternative, development would occur at two locations: Ham Park and the Civic Center, and a larger area would be impacted by site clearance at grading. The potential for the construction to increase wind and water erosion of the two sites during construction would be greater than the proposed project. Development of this alternative would expose people and

structures to seismic shaking during project operation. These impacts would be significant, but could be mitigated to less-than-significant levels with incorporation of the identified mitigation measures.

Hazardous Materials

Project-related hazardous materials impacts would result from demolition of existing structures, and the potential to uncover subsurface materials during grading and excavation of the site. No existing residential structures would be demolished, although impacts associated with exposure of construction personnel and the public to hazardous materials during demolition would occur at the existing multi-purpose buildings in Ham Park and at least one building (formerly occupied by a bowling alley) adjacent to the Civic Center. Potentially significant impacts associated with discovery of hazardous materials during grading and excavation of the two sites would also occur, but those significant impacts could be reduced to less-than-significant levels with incorporation of the identified mitigation. Similar to the proposed project, this alternative may require modification of the existing adopted emergency response plan, although this impact would be mitigated through consultation with the City and Fire Department. Risks from storage of hazardous materials (e.g., cleaning products, pesticides and fertilizers) would be less than significant, similar to the proposed project. Carcinogenic and non-carcinogenic impacts associated from air toxics and hazardous materials from sources within a quarter mile of the Ham Park site are anticipated to be similar to the proposed project, which would be less than significant. Because there is no evidence of potential hazards at or near the Civic Center, analysis of potential project-specific impacts would be speculative. However, due to the general absence of industrial land uses near the Civic Center, the potential for the presence of significant quantities of hazardous substances, or substantive sources of toxic contaminants in the area is considered low. Demolition of existing structures at the site (e.g., the former bowling alley) would result in the disposal of hazardous wastes, such as asbestos containing materials or lead paints. Therefore, hazardous material and air toxics impacts on an arts-magnet school at the Civic Center would likely be less than significant, similar to the proposed project.

Hydrology and Water Quality

Project-related hydrology and water quality impacts would occur as a result of construction activities, increases in impervious surfaces, the presence of urban contaminants in stormwater and from the placement of structures in areas subject to ponding during a 100-year flood. Under this alternative, development would occur at two locations: Ham Park and the Civic Center. Because the total area impacted by the development of two schools would be greater than that proposed project, construction-related impacts would be greater than the proposed project, but could be reduced to a less-than-significant level with incorporation of the identified mitigation. Because development would occur at two locations, and some duplication of facilities would be required, therefore impervious surfaces and runoff volumes would be greater

than the proposed project. Runoff from the two sites could contain urban contaminants that would affect water quality, similar to the proposed project. Assuming compliance with the requirement for a Standard Urban Stormwater Mitigation Plan, these impacts could be reduced to less-than-significant levels. Under this alternative, development of a sports-magnet school at Ham Park would involve construction of buildings and a parking structure within an area of ponding during a 100-year flood. This significant impact could be reduced to a less-than-significant level with incorporation of mitigation identified for the proposed project.

Land Use

Project-related land use impacts would result from changes in land use at the site, and from potential incompatibilities with the zoning code and general plan of the City of Lynwood. Development of a sports-magnet high school within the existing boundaries of Ham Park would have reduced land use impacts less than similar to Alternative No. 2 (No Loss of Residential Units), because no arts-related structures would be constructed, inconsistency with height limitations at that location would not occur. Loss of parkland would be inconsistent with Goal 1 and Policy 1 of the Open Space and Conservation Element of the General Plan, similar to the proposed project. Development of an arts-magnet high school adjacent to the Civic Center could involve similar inconsistencies, however as the area is designated for Public Function and Commercial uses, it is assumed that potential inconsistencies would be less than the proposed project. Overall land use impacts would be less than the proposed project.

Noise

Project-related noise impacts would result from demolition of existing structures, grading of the site, construction of new structures, and operation of the project. Under this alternative, development would occur at two locations: Ham Park and the Civic Center. Because no residential structures would be demolished in the area around Ham Park, construction-related noise impacts would be shorter in duration. However, demolition, site clearance, and construction of school facilities (and parking structure) at the Civic Center would introduce construction-related noise at a second location, increasing overall construction noise impacts. These significant noise impacts could be mitigated to less-than-significant levels with incorporation of the identified mitigation. As with the proposed project, exterior noise levels at the Ham Park site would result in significant but mitigable impacts to interior noise levels. Operational impacts, from project-related traffic, would occur at two sites, and project-related traffic volumes would be less than the proposed project, and less than significant. Noise impacts from use of the playing fields would be comparable to the proposed project, and would be less than significant.

Population and Housing

Project-related population and housing impacts would result from displacement of residents, hiring of new teachers and staff, and loss of housing units. Under this alternative, no residential structures would be demolished. Because of some duplication of staff required because of the development of two schools (instead of one), slightly more staff would be hired for the two schools, however this impact would be less than significant.

Public Services and Utilities

Project-related public service and utility impacts would result from additional demand for police and fire protection services, consumption of water, generation of wastewater and solid waste, consumption of energy. Impacts on public services and utilities would generally be the same as the proposed project. However, because the City has not provided any information on the adequacy of utilities serving the Civic Center area, analysis of potential impacts to utility capacity in that area would be speculative. Some additional utility consumption would occur, due to the duplication of facilities, however these impacts would be less than significant, similar to the proposed project.

Recreational Resources

Project-related recreational resource impacts would result from loss of existing park space and recreational facilities, and the potential for increase physical deterioration of shared recreational facilities (for both park and public use). Similar to the proposed project, the conversion of the park to a site for sports-magnet high school would result in the use of playing fields, basketball courts and other recreational space for physical education programs, which would generally preclude public use expect for evening hours and weekends (as it is assumed that competitive sports would include practice activities in the afternoons and early evenings. Thus, the potential for shared public use of these facilities would be less than for the proposed project, resulting in greater impacts compared to the proposed project. The mitigation identified for the proposed project (requiring public access after school hours) may not be feasible under this alternative, and therefore the loss of parkland and public recreational facilities would be significant and unavoidable.

Transportation

Project-related transportation impacts would result from traffic associated with students, teachers, and staff, from the project-related parking demand, and from potential pedestrian hazards. Impacts to transportation would generally be less than the proposed project at the Ham Park site, because the development of a sports-magnet school with an enrollment of approximately 600 students would reduce trip generation at that location. Development of an arts-magnet school at the Civic Center would result in the generation of new vehicle trips at that

location. It is further assumed that existing parking lots at the Civic Center would be replaced with a single parking structure that would serve both the art-magnet school and the Civic Center, with access from both Bullis Road and Ernestine Avenue. Construction-related impacts (e.g., access limitations, material deliveries) could result in some potential traffic and circulation impacts. In general, given the current low to moderate traffic volumes in the vicinity of the Civic Center, development of the arts-magnet school is not anticipated to result in significant operational traffic impacts which could not be mitigated with typical mitigation, including installation of stop signs, turn lanes or traffic signals if warranted. Because traffic increases would occur at two locations, instead of one for the proposed project, traffic impacts would be slightly greater than the proposed project. Potential pedestrian hazards at the Ham Park site would be similar to the proposed project, and less than significant. Potential pedestrian hazards at the Civic Center site would be related to the potential for pedestrian/vehicle conflicts at intersections and at driveways to the school site. It is assumed that the school design would account for these issues, and impacts would be less than significant, similar to the proposed project.

Relationship to Project Objectives

Under this alternative, the District could relieve overcrowding at the existing Lynwood High School; and expand enrollment capacity to meet projected enrollment demand. Because development would occur at two sites, only one site (at Ham Park) could provide physical education programs, as a result, the other high school site would not offer physical education facilities. Because of the limited land area at Ham Park, a full range of academic programs (including the arts) could not be accommodated. Therefore, this alternative would not meet the objective to offer a full range of academic programs (including physical education) for 1,600 students on a contiguous site. Finally, this alternative would substantially delay the completion of a new high school and result in substantial new costs to the District, for which there is no apparent source of funding. Therefore, this alternative would not meet the project objectives.

4.5 Comparison of Impacts of the Alternatives

Table 4-1 provides a comparison of the post-mitigation project impacts with those of each of the alternatives to the project, assuming that feasible mitigation measures would be implemented for each alternative.

The following symbols are used in the tables:

- SU = Significant and Unavoidable
- SM = Significant, but may be reduced to less than significant with inclusion of mitigation measures
- LS = Less than Significant (no mitigation required)

- NI = No Impact would occur

In addition to the symbols noted above, each impact conclusion is also annotated to denote how the impact of the alternative would compare to the alternative of the project:

- (G) = Impact would be greater (or less favorable) than the proposed project
- (L) = Impact would be less (or more favorable) than the proposed project
- (E) = Impact would be equal (or similar) to the proposed project

4.6 Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. CEQA Guidelines Section 15126.6(e)(2) states that if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives.

The proposed project is the environmentally superior alternative, because it meets the project objectives and incorporates mitigation measures to avoid significant impacts to the extent possible.

Based upon the information presented in Table 4-1, of the other alternatives considered, the No Project Alternative would be environmentally superior alternative, because none of the impacts of the proposed project would occur, including the potentially significant land use and recreation impacts. Alternative 2 (Ham Park Site Only) would not reduce or avoid the significant land use and recreation impacts of the proposed project, and would also result in potentially significant aesthetic impacts due to the loss of open space resources. Alternative 3 (Limited Development within Ham Park) would fail to reduce or avoid the significant and unavoidable land use impacts of the proposed project, and would result in greater recreation impacts. Other impacts of Alternative 3 would also be greater than the proposed project: air quality (construction), biological resources; archaeological resources (construction); erosion (construction); hazardous materials (construction), stormwater runoff (construction and operation), land use; noise (construction); population and housing; and recreation. Alternative 4 (Ham Park/Civic Center) would result in greater recreation and land use impacts compared to the proposed project, substantial delays in the completion of a new high school, and greater costs, for which there is no apparent source of funding. Other impacts of Alternative 3 would also be greater than the proposed project: aesthetics; air quality (construction and operation); biological resources; archaeological resources (construction); geologic resources (construction and operation); hazardous materials (construction); hydrology and water quality (construction and operation); noise (construction and operation); public services; and traffic. Therefore, other than the No Project Alternative, the Proposed Project would be environmentally superior to the alternatives.

TABLE 4-1 COMPARISON OF THE IMPACTS OF THE ALTERNATIVES

Impact	*Significance of Proposed Project*	*Alternative 1: No Project*	*Alternative 2: Ham Park Site Only*	*Alternative 3: Limited Development within Ham Park*	*Alternative 4: Ham Park/ Civic Center*
Aesthetics					
The proposed project would be compatible with the visual quality of the area. Although some structures of the project would be taller than the surrounding development, which is generally one story in height, this would not substantially alter the visual quality of the area.	LS	NI (L)	LS (E)	LS (E)	LS (G)
Proposed project design would ensure no net loss of open space. A total of 8.1 acres of the 14.8-acre site would be reconfigured as landscaped open space.	LS	NI (L)	SU (G)	LS (L)	LS (G)
Similar levels of lighting would be provided on the playing fields and the other recreational spaces. Night lighting around the school buildings would also be provided, and this would generally increase the ambient light levels on portions of the site.	LS	NI (L)	LS (L)	LS (E)	LS (G)
Air Quality					
Construction-related daily emissions would be 14.5 4 lb/day for CO, 63.3 lb/day for VOC, 50.5 lb/day for NOx, 2.5 lb/day for SOx, and 3.5 lb/day for PM10. These emissions would not exceed thresholds.	LS	NI (L)	LS (L)	LS (G)	LS (G)
The net increase in operational emissions associated with the project would not exceed SCAQMD thresholds. Emissions would include a net increase of 47.4 lb/day for VOC, 22.9 lb/day for NOx, 127.5 lb/day for CO, and 12.2 lb/day for PM_{10}.	LS	NI (L)	LS (E)	LS (E)	LS (G)

SU = Significant and Unavoidable; **SM** = Significant, but may be reduced to less than significant with inclusion of mitigation measures; **LS** = Less than Significant; **NI** = No Impact would occur; **(G)** = Impact would be greater (or less favorable) than proposed project; **(L)** = Impact would be less (or more favorable) than proposed project; **(E)** = Impact would be equal (or similar) to proposed project

TABLE 4-1 COMPARISON OF THE IMPACTS OF THE ALTERNATIVES

Impact	*Significance of Proposed Project*	*Alternative 1: No Project*	*Alternative 2: Ham Park Site Only*	*Alternative 3: Limited Development within Ham Park*	*Alternative 4: Ham Park/ Civic Center*
Traffic generated by the proposed project would increase the localized CO concentrations by a maximum of 0.1 ppm over an 8-hour period and 0.1 ppm over an 8-hour period. These amounts would not exceed SCAQMD's threshold.	LS	NI (L)	LS (E)	LS (E)	LS (G)
The proposed project would not conflict with or obstruct implementation of the AQMP.	LS	NI (L)	LS (E)	LS (E)	LS (G)
The proposed project would not create objectionable odors affecting a substantial number of people and would also not be affected by the objectionable odors from the existing industrial uses in the vicinity.	LS	NI (L)	LS (E)	LS (E)	LS (E)
Biological Resources					
Removal of mature trees during construction could result in removal of occupied bird nests, although none have been identified on site. Because of the urbanized nature of the setting, and the absence of nests at the project site during a field survey, the potential for removal of occupied nest is considered low, and impacts would be less than significant.	LS	NI (L)	LS (L)	LS (G)	LS (G)
Cultural Resources					
CR-1: Relocation of Abbott Residence could alter a significant historic resource.	SM	NI (L)	SM (E)	NI (L)	SM (E)
CR-2: Development of the project at the proposed site could result in potential impacts to unknown archaeological resources.	SM	NI (L)	SM (L)	SM (G)	SM (G)

SU = Significant and Unavoidable; **SM** = Significant, but may be reduced to less than significant with inclusion of mitigation measures; **LS** = Less than Significant, **NI** = No Impact would occur.
(G) = Impact would be greater (or less favorable) than proposed project; **(L)** = Impact would be less (or more favorable) than proposed project; **(E)** = Impact would be equal (or similar) to proposed project

TABLE 4-1 COMPARISON OF THE IMPACTS OF THE ALTERNATIVES

Impact	*Significance of Proposed Project*	*Alternative 1: No Project*	*Alternative 2: Ham Park Site Only*	*Alternative 3: Limited Development within Ham Park*	*Alternative 4: Ham Park/ Civic Center*
Ham Park does not meet the 50-year age requirement for recognition as an historical resource, nor does it display the qualities of design necessary to be considered historically significant.	LS	NI (L)	LS (E)	NI (L)	LS (E)
Demolition of the 27 residences would not significantly impact historical resources. Development of the neighborhood is not associated with any particular trend, era, event, or series of events, or historical pattern, but rather, represents development over the course of several decades. None of the houses display any unique or outstanding architectural features, and research has failed to identify and important historical associations for the neighborhood.	LS	NI (L)	NI (L)	LS (E)	NI (L)
Geologic Resources					
GEO-1: Construction activities would temporarily increase soil exposure to wind and water erosion.	SM	NI (L)	SM (L)	SM (G)	SM (G)
GEO-2: Ground shaking associated with a major seismic event would expose persons and property to potential hazards.	SM	NI (L)	SM (E)	SM (E)	SM (G)
Hazardous Materials					
HAZ-1: Demolition of existing structures could potentially expose construction personnel and the public to hazardous materials.	SM	NI (L)	SM (L)	SM (G)	SM (L)
HAZ-2: Grading and excavation of the site could potentially expose construction personnel and public to hazardous materials that are present in the soil.	SM	NI (L)	SM (L)	SM (G)	SM (G)

SU = Significant and Unavoidable; **SM** = Significant, but may be reduced to less than significant with inclusion of mitigation measures; **LS** = Less than Significant; **NI** = No Impact would occur; **(G)** = Impact would be greater (or less favorable) than proposed project; **(L)** = Impact would be less (or more favorable) than proposed project; **(E)** = Impact would be equal (or similar) to proposed project

TABLE 4-1 COMPARISON OF THE IMPACTS OF THE ALTERNATIVES

Impact	*Significance of Proposed Project*	*Alternative 1: No Project*	*Alternative 2: Ham Park Site Only*	*Alternative 3: Limited Development within Ham Park*	*Alternative 4: Ham Park/ Civic Center*
HAZ-3: The development of the proposed project would introduce a new school site, which may require modification of the existing adopted emergency response plan.	SM	NI (L)	SM (E)	SM (E)	SM (E)
Use and storage of hazardous materials at the project site would include limited quantities of cleaning products; fertilizer, pesticides, and herbicides for outdoor landscaping; and products used in classroom laboratories. Compliance with applicable regulations would ensure that impacts would be less than significant.	LS	NI (L)	LS (E)	LS (E)	LS (E)
Risks to carcinogenic exposures, noncarcinogenic chronic exposures, and noncarcinogenic acute exposures fall within acceptable limits.	LS	NI (L)	LS (E)	LS (E)	LS (E)
Hydrology and Water Quality					
HYD-1: Construction activities would result in runoff that would potentially affect water quality.	SM	NI (L)	SM (L)	SM (G)	SM (G)
HYD-2: Runoff could contain contaminants that would affect water quality.	SM	NI (L)	SM (L)	SM (G)	SM (G)
Development of the proposed project would modify local drainage patterns through the addition of contiguous areas of impervious surfaces. Additional runoff would be accommodated by the realignment of the existing 12 x 7 foot reinforced concrete box storm drain. Additional runoff would not substantially affect the storm drain system downstream from the project site. Due to the minor increase in runoff, increases in erosion and siltation would not be substantial.	LS	NI (L)	LS (E)	LS (E)	SM (G)

SU = Significant and Unavoidable; **SM** = Significant, but may be reduced to less than significant with inclusion of mitigation measures; **LS** = Less than Significant; **NI** = No Impact would occur; **(G)** = Impact would be greater (or less favorable) than proposed project; **(L)** = Impact would be less (or more favorable) than proposed project; **(E)** = Impact would be equal (or similar) to proposed project

TABLE 4-1 COMPARISON OF THE IMPACTS OF THE ALTERNATIVES

Impact	*Significance of Proposed Project*	*Alternative 1: No Project*	*Alternative 2: Ham Park Site Only*	*Alternative 3: Limited Development within Ham Park*	*Alternative 4: Ham Park/ Civic Center*
HYD-3: Proposed structures and parking would be sited within an area of ponding during a 100-year flood.	SM	NI (L)	SM (E)	NI (L)	SM (E)
Groundwater was encountered in six exploratory borings on the site ranging from 22 to 29 feet below existing ground surface. The project will not consist of excavation or cut below 15 feet and therefore would not affect groundwater.	LS	NI (L)	LS (E)	LS (E)	LS (E)
Land Use					
LU-1: The design of the proposed project would not be in conformance with selected goals and policies in the City Zoning Code and General Plan related to (1) building setbacks, (2) building heights, and (3) loss of parkland.	SU	NI (L)	SU (G)	SU (G)	SU (G)
The proposed high school would result in acquisition of 47 dwelling units and reconfiguration of an existing park. The proposed project, on 14.8 acres, would generally replace the existing landscaped recreational space, would not require modification of circulation patterns, and would not physically divide the established community of Lynwood. Proposed high school development would require acquisition by the District of the alleyway through a street vacation or eminent domain.	LS	NI (L)	LS (L)	LS (G)	NI (L)
Noise					
N-1: Construction noise would temporarily increase daytime noise levels at nearby residential units by more than 5.0 dBA.	SM	NI (L)	SM (L)	SM (G)	SM (G)

SU = Significant and Unavoidable; **SM** = Significant, but may be reduced to less than significant with inclusion of mitigation measures; **LS** = Less than Significant; **NI** = No Impact would occur; **(G)** = Impact would be greater (or less favorable) than proposed project; **(L)** = Impact would be less (or more favorable) than proposed project; **(E)** = Impact would be equal (or similar) to proposed project

TABLE 4-1 COMPARISON OF THE IMPACTS OF THE ALTERNATIVES

Impact	*Significance of Proposed Project*	*Alternative 1: No Project*	*Alternative 2: Ham Park Site Only*	*Alternative 3: Limited Development within Ham Park*	*Alternative 4: Ham Park/ Civic Center*
N-2: Exterior noise levels at the project site would affect school use.	SM	NI (L)	SM (E)	SM (E)	SM (E)
Vehicular traffic of 2,864 vehicle trips per day would not result in a perceptible increase in ambient noise due to project traffic.	LS	NI (L)	LS (E)	LS (E)	LS (G)
Noise would not be incompatible with the levels specified in the Lynwood City Code. Peak noise levels from playground and ball fields would be between 65 to 74 dBA Leq, and average day-night noise levels during large events at the school ball fields would be less than 70 dBA CNEL. Ambient noise levels to the south and west are currently between 60 and 70 dBA CNEL.	LS	NI (L)	LS (L)	LS (E)	LS (E)
Population and Housing					
The proposed project would displace 27 existing very low- to low-income residential properties that provide housing for 47 households. There are more than a sufficient number of housing units in the market to address the proposed project.	SM	NI (L)	NI (L)	SM (G)	NI (L)
The loss of 45 households would not significantly alter SCAG's 2000–05 household forecasts for the City, as the City's "fair share" of regional housing need anticipates replacement of 143 existing units between 1998 and 2005.	LS	NI (L)	NI (L)	LS (G)	NI (L)

SU = Significant and Unavoidable; **SM** = Significant, but may be reduced to less than significant with inclusion of mitigation measures; **LS** = Less than Significant; **NI** = No Impact would occur; **(G)** = Impact would be greater (or less favorable) than proposed project; **(L)** = Impact would be less (or more favorable) than proposed project; **(E)** = Impact would be equal (or similar) to proposed project

TABLE 4-1 COMPARISON OF THE IMPACTS OF THE ALTERNATIVES

Impact	*Significance of Proposed Project*	*Alternative 1: No Project*	*Alternative 2: Ham Park Site Only*	*Alternative 3: Limited Development within Ham Park*	*Alternative 4: Ham Park/ Civic Center*
The proposed project would not directly result in an increase in the total number of students enrolled in the Lynwood Unified School District. Instead, the proposed New High School would accommodate over-enrollment at the existing high school plus accommodate approximately 800 additional students that are currently enrolled in elementary and middle schools in the District. Staff would be drawn from the existing labor force in Los Angeles County and would not induce population growth.	LS	NI (L)	LS (E)	LS (E)	LS (G)
Public Services and Utilities					
PS-1: The project would result in the need for additional police protection at the proposed High School.	SM	NI (L)	SM (E)	SM (E)	SM (G)
Sewage flows from proposed project development would increase sewage generation by 35 percent. The existing 8-inch sewer main on Wright Road would have adequate capacity to handle this increase. The JWPCP in Carson that treats wastewater would have adequate capacity to handle increased wastewater.	LS	NI (L)	LS (E)	LS (E)	LS (G)
No substantial increase in water demand is anticipated, since no overall increase in student enrollment would result from the proposed project. The City has adequate water supply to meet current and future demand.	LS	NI (L)	LS (E)	LS (E)	LS (G)
The proposed high school could result in a generation of approximately 211 tons per year of solid waste, representing 0.002 percent of total regional demand.	LS	NI (L)	LS (E)	LS (E)	LS (G)

SU = Significant and Unavoidable; **SM** = Significant, but may be reduced to less than significant with inclusion of mitigation measures; **LS** = Less than Significant; **NI** = No Impact would occur; **(G)** = Impact would be greater (or less favorable) than proposed project; **(L)** = Impact would be less (or more favorable) than proposed project; **(E)** = Impact would be equal (or similar) to proposed project

TABLE 4-1 COMPARISON OF THE IMPACTS OF THE ALTERNATIVES

Impact	*Significance of Proposed Project*	*Alternative 1: No Project*	*Alternative 2: Ham Park Site Only*	*Alternative 3: Limited Development within Ham Park*	*Alternative 4: Ham Park/ Civic Center*
The project-generated demand for electricity would be 1.7 million kilo-watt hours per year and would be minor in the context of overall demand within Southern California and the State, and would neither result in a substantial increase in demands beyond available supply, nor require a major expansion of power facilities.	LS	NI (L)	LS (E)	LS (E)	LS (G)
No increase in total student enrollment in the District would result from the proposed project. The project would accommodate existing overcrowding at District schools and projected enrollment growth.	LS	NI (L)	LS (E)	LS (E)	LS (E)
The proposed project site is located within the five-minute response time of the County Fire Station No. 148. The school would be built in accordance with Building Code Standards related to fire safety and would be adequately served by the Fire Department.	LS	NI (L)	LS (E)	LS (E)	LS (G)
Recreational Resources					
REC-1: The loss of the park and the recreational facilities provided by the park would reduce parkland and recreational opportunities for the residents of the City of Lynwood.	SU	NI (L)	SU (G)	SU (G)	SU (G)
REC-2: Use of recreational facilities due to their dual function as school and after-hours play areas could accelerate physical deterioration of the facility.	SM	NI (L)	SM (E)	SM (E)	SM (E)
Traffic and Circulation					
TR-1: Pedestrian traffic to and from the new school could result in hazards to pedestrians.	SM	NI (L)	SM (E)	SM (E)	SM (E)

SU = Significant and Unavoidable; **SM** = Significant, but may be reduced to less than significant with inclusion of mitigation measures; **LS** = Less than Significant; **NI** = No Impact would occur; **(G)** = Impact would be greater (or less favorable) than proposed project; **(L)** = Impact would be less (or more favorable) than proposed project; **(E)** = Impact would be equal (or similar) to proposed project

TABLE 4-1 COMPARISON OF THE IMPACTS OF THE ALTERNATIVES

Impact	*Significance of Proposed Project*	*Alternative 1: No Project*	*Alternative 2: Ham Park Site Only*	*Alternative 3: Limited Development within Ham Park*	*Alternative 4: Ham Park/ Civic Center*
Construction would generate truck and automobile traffic. Demolition and removal of debris would generate trips and potentially result in localized congestion. Given existing free-flow conditions and adjacent truck traffic, impacts from construction would be less than significant.	LS	NI (L)	LS (E)	LS (E)	LS (G)
The study intersections currently operate at LOS A and would continue to operate at free-flow conditions following construction and occupancy of the proposed high school. The loss of the alleyway that extends east from Duncan Avenue would not result in any access issues since the residential units currently at the project site would be demolished. The proposed project traffic would also not substantially affect freeway operations.	LS	NI (L)	LS (E)	LS (E)	LS (G)
During the AM Peak Hour, approximately 67 vehicles (1 per minute) would be anticipated to turn left into the site from Martin Luther King Jr. Blvd. A continuous left turn lane is located in the roadway that has a capacity for 14 vehicles. The longest anticipated left turn queue at the left turn lane would be 6 vehicles, which would be accommodated by the existing left-turn lane.	LS	NI (L)	LS (E)	LS (E)	LS (E)

SU = Significant and Unavoidable; **SM** = Significant, but may be reduced to less than significant with inclusion of mitigation measures; **LS** = Less than Significant; **NI** = No Impact would occur; **(G)** = Impact would be greater (or less favorable) than proposed project; **(L)** = Impact would be less (or more favorable) than proposed project; **(E)** = Impact would be equal (or similar) to proposed project

TABLE 4-1 COMPARISON OF THE IMPACTS OF THE ALTERNATIVES

Impact	*Significance of Proposed Project*	*Alternative 1: No Project*	*Alternative 2: Ham Park Site Only*	*Alternative 3: Limited Development within Ham Park*	*Alternative 4: Ham Park/ Civic Center*
The school would require 386 parking spaces to meet parking demands by students, faculty, and staff. The proposed 416 parking spaces proposed by the project design would be adequate to accommodate student and staff demand. The unoccupied playing fields may be temporarily used to accommodate overflow parking for weekend or evening school activities. There is the potential for students, parents, faculty, and staff to park on the street or use this as a waiting area for pick/up and drop off. Impacts from this type of activity would not be substantial because adequate parking would be provided on site.	LS	NI (L)	LS (E)	LS (E)	LS (G)

SU = Significant and Unavoidable; **SM** = Significant, but may be reduced to less than significant with inclusion of mitigation measures; **LS** = Less than Significant; **NI** = No Impact would occur, **(G)** = Impact would be greater (or less favorable) than proposed project; **(L)** = Impact would be less (or more favorable) than proposed project; **(E)** = Impact would be equal (or similar) to proposed project

5.0 CEQA-REQUIRED SECTIONS

5.1 Growth-Inducing Impacts

Section 15126 of the State CEQA Guidelines requires a discussion of the ways in which the proposed project could induce economic, population, or housing growth, either directly or indirectly in the surrounding environment. Growth-inducing impacts are caused by those characteristics of a project that tend to foster or encourage population and/or economic growth. Inducements to growth include the generation of construction and permanent employment opportunities in the service sector of the economy. A project could also induce growth by lowering or removing barriers to growth or by creating an amenity that attracts new population or economic activity. The proposed project could result in growth-inducing impacts through the creation of short-term employment opportunities to draw newcomers to the region.

The growth-inducing potential of a project would generally be considered to have a significant growth-inducing impact if the project either induced growth or created the capacity to accommodate growth above and beyond the levels permitted by public planning policies or recommended by independent growth projections. However, a project's growth-inducing potential does not automatically result in growth, whether it is a portion of projected growth or actually exceeds projected levels of growth. Growth at the local level is fundamentally controlled by the land use policies of local municipalities or counties, which are determined by the local politics in each jurisdiction.

Development of the proposed project would generate some short-term, construction related employment opportunities. The construction phases of the project would require a limited labor force due to the relatively short-term nature of construction employment. Given the supply of construction workers in the local work force, it is likely that these workers would come from within the Los Angeles County area. Therefore, given the availability of local workers, the proposed project would not be considered growth inducing from a short-term employment perspective.

The proposed project consists of the construction of a school to accommodate approximately 1,600 students. Some long-term direct employment opportunities would result from the operation of the project, related to faculty and staff. However, similar to the construction workforce, it is likely that long-term school employees would come from within the Los Angeles County area. Therefore, given the availability of local workers, the proposed project would not be considered growth inducing from a long-term employment perspective.

The proposed project is intended to provide additional capacity for currently enrolled students at the existing Lynwood High School and projected future students based on demographic trends.

The existing Lynwood High School was originally designed with a capacity for 3,472 students, but currently enrolls approximately 4,300 students. It is therefore 800 students over capacity. As existing middle school and elementary students grow older, high school enrollment demand will increase further. The proposed New High School would provide capacity for 1,600 students and would relieve overcrowding at the existing high school, by permitting transfer of approximately 800 currently enrolled high school students to the new location, and accommodate enrollment demand from currently-enrolled students in middle school and elementary school as they reach high-school age. The Lynwood Unified School District Facilities Master Plan indicates that by the 2004/05 school year, the high school population will be nearly 6,000 students. The existing high school, with a capacity of 4,300, in combination with the proposed high school, with a proposed capacity of 1,600 would accommodate for this demand. No overall increase in district enrollment is projected as a result of the proposed project.

No additional growth inducing impacts have been identified for the proposed project. The proposed project would not result in population growth, stimulus to the economy, or extend services to a previously undeveloped area. Therefore, the proposed project is not considered growth inducing.

5.2 Summary of Cumulative Impacts

CEQA Guidelines require a discussion of potential cumulative impacts that could result from a proposed project in conjunction with other projects and reasonably foreseeable growth. A discussion of cumulative impacts for each environmental issue is presented at the end of each issue section (refer to Chapter 3).

Continued development in the vicinity of the proposed project would contribute to cumulative impacts in the local area. Ongoing and future development as permitted under the General Plans and zoning ordinances in the surrounding cities would also contribute to cumulative impacts in the sub-regional area. Ongoing and future development in Los Angeles County, would contribute to cumulative impacts in the regional area.

The project-specific analysis concludes that even with implementation of recommended mitigation measures, the proposed project would incrementally contribute to significant and unavoidable impacts on population and housing.

5.3 Significant, Irreversible, Environmental Changes

Section 15126.2(c) of the State CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the proposed project:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse there after unlikely. Primary impacts, and particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The construction and implementation of the proposed project would entail the commitment of energy, human resources, and building materials. This commitment of energy, personnel, and building materials would be commensurate with that of other projects of similar magnitude, and none of these commodities are in short supply.

On-going maintenance of the project site would entail a long-term commitment of energy resources in the form of natural gas, electricity, and water resources. Long-term impacts would also result from an increase in vehicular traffic, and the associated air pollutant and noise emissions. This commitment of energy resources would be a long-term obligation because, practically speaking, it is impossible to return the land to its original condition once it has been developed. However, as established in section 3.11 (Public Services and Utilities), the impacts of increased energy usage are not considered significant adverse environmental impacts.

In summary, implementation of the proposed project would involve the following irreversible environmental changes to existing natural resources:

- Commitment of energy and water resources as a result of the operation and maintenance of structures, parking lots and roadways
- Alteration of the existing character of the site

5.4 Significant, Unavoidable Adverse Impacts

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be reduced to a less-than-significant level, even with the implementation of feasible mitigation measures. The following are significant, unavoidable adverse impacts that would result from implementation of the proposed New High School project. A detailed discussion of each of the impacts can be found in Chapter 3.0 (Environmental Analysis):

- Land Use

Impact LU-1: The design of the proposed project would not be in conformance with selected goals and policies in the City Zoning Code and General Plan related to (1) building setbacks, (2) building heights, and (3) loss of parkland.

- Recreation

Impact REC-1: The loss of the park and the recreational facilities provided by the park would reduce parkland and recreational opportunities for the residents of the City of Lynwood.

6.0 LIST OF PREPARERS

Name	*Issue Area/Role*
LEAD AGENCY: LYNWOOD UNIFIED SCHOOL DISTRICT	
Dr. Harold Cebrun	Superintendent
Michael Orozco	Assistant Superintendent Business Manager
Dimas Flores	Project Manager
CONSULTANT TO SCHOOL DISTRICT	
Greg Norman	School Facilities Program Manager
Don Pender	LPA Architects
EIR CONSULTANT: EIP ASSOCIATES	
Mark Horne	Project Manager
Marianne Tanzer	Deputy Project Manager
Michael Brown, Brewster Birdsall	Air Quality, Noise
Alison Rondone, Scott Wirtz, Susan ZagRodney	Section Writers
Joel Miller	Document Production Coordinator
EIR SUBCONSULTANTS	
Paul Singer, P.E.	Traffic, Circulation, and Parking
John Foster Greenwood and Associates	Phase I Cultural Resources Investigation and Architectural Evaluation

7.0 REFERENCES

7.1 Citations

California Department of Education. 1987. School Site Analysis and Development.

California Department of Education, School Facilities Planning Division 2000. School Site Selection and Approval Guide

California Department of Finance. 2000. City/County Population and Housing Estimates, 1991–2000. May.

California Department of General Services. 2000. Guidebook to the School Facility Program. February

California Division of Mines and Geology (CDMG), 1998, Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada: International Conference of Building Officials.

California State Census Data Center. 2000. Year 2000 Census

Caltrans Traffic Volumes, http://caltrans-opac.ca.gov/publicat.htm. Accessed April 2001.

Caltrans Traffic Volumes, http://caltrans-opac.ca.gov/publicat.htm. Accessed April 2001.

CDMG (California Department of Conservation, Division of Mines and Geology). 1997. Seismic Hazards Map.

City of Lincoln, Twelve Bridges Specific Plan EIR, 1998

City of Los Angeles. 1998. CEQA Thresholds. May.

City of Lynwood. 1999. Chapter XXV Zoning of the Code of the City of Lynwood California. As Amended through Ordinance 1490.

City of Lynwood. 1990. General Plan, August.

City of Lynwood. 1990. Land Use Policy Map. June 12.

City of Lynwood. 1994. Zoning Map. September.

City of Lynwood. Noise Ordinance (Code 3-12.9), (Code 3-12.4 and 3-12.6), (Code 3-12.12).

City of Santa Monica. MEA 1996 Nuclear Reactors and Earthquakes, Atomic Energy Commission, TID7024.

Converse Consultants. 2001. Final Geotechnical Investigation Report. Proposed Lynwood High School II. November 12.

Greenwood and Associates. 2002. Memo providing additional information on Abbott House, January.

EIP Associates. 2001. Vehicle Noise Modeling (based on Caltrans Technical Noise Supplement: Figure N5111.1).

FIRM (Flood Insurance Rating Map). 1998. Community Panel Number 060635 002 C, Panel 2 of 2. Updated July 6.

Fuscoe Engineering. 2001. Letter to Marianne Tanzer re: Lynwood High School. October 9.

Jennings, C.W., 1994, Fault Activity Map of California and Adjacent Areas: California Division of Mines and Geology, California Geologic Data Map Series, Map No. 6, Scale 1:750,000.

LAUSD (Los Angeles Unified School District). 2001. Notice of Preparation for an Environmental Impact report for Southeast Area New High School No. 2, Middle School No. 3, and Local district J Administrative Offices. March.

LUSD. 1985. Lynwood High School Environmental Impact Report. Prepared by Atlantis Scientific.

NPS. (National Park Service). 1998. National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. National Park Service, Washington, D.C.

Pacific Relocation Consultants. 2001. Memo from Norman R. McMenemy: Lynwood Unified School District and Residential Households by Income Category (HUD) for Los Angeles County.

See Section B (Text Changes) in Part 2, Chapter II.

SCAQMD (South Coast Air Quality Management District). 1993. *CEQA Air Quality Handbook* Chapter 6, Determination the Air Quality Significance of a Project.

United States Department of the Interior. 1990. *The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.* Heritage Conservation and Recreation Service, Washington, D.C.

———. 1995. *The Secretary of the Interior's Standards for Treatment of Historic Properties.* Heritage Conservation and Recreation Service, Washington, D.C.

United States Geological Survey. 1964 (photorevised 1981). Topographic Map, South Gate, California.

Willard, J. Jack. 1971. *J. Jack Willard Recalls Lynwood, All American City.* El Cariso Publications, Elsinore.

Yerkes, R.F., 1985, Geologic and Seismologic Setting, in, Evaluating Earthquake Hazards in the Los Angles Region—An Earth-Science Perspective, USGS Professional Paper 1360.

7.2 Persons Consulted

Finbres, Tom. 2001. Public Works Department, City of Lynwood.

Gibbon, James. 2001. Superintendent, Department of Recreation and Community Services, City of Lynwood.

Herek. 2001. Lieutenant, Los Angeles County Sheriffs Department.

Hooper, Andrea. 2001. City Clerk, City of Lynwood.

Kekula, Joe. 2001. Public Works Department, City of Lynwood.

Slawson, Dana. 2001.

Taylor, Grant. 2001. Senior Planner, Department of Community Development, City of Lynwood.

Wynn, Paul. 2001. Public Works Department, City of Lynwood.

APPENDICES

APPENDIX A
INITIAL STUDY/NOTICE OF PREPARATION AND COMMENTS

INITIAL STUDY/NOTICE OF PREPARATION

ORIGINAL FILED

MAY 25 2001

LOS ANGELES COUNTY CLERK

From: Lynwood Unified School District
11321 Bullis Road
Lynwood, CA 90262

Subject: Notice of Preparation of a Draft Environmental Impact Report

Purpose of Notice of Preparation

The Lynwood Unified School District will be the Lead Agency and will prepare an environmental impact report ("EIR") for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. To the extent that your agency has authority to issue permits or other take other actions related to the project, it will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are described in the attached materials. A copy of the Initial Study is attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Bertha del Rivero, Public Information Officer, at the address shown above. We will need the name for a contact person in your agency.

Project Title: Lynwood High School/John Ham Park Site

Project Location: The project location is at the corner of Martin Luther King Jr. Boulevard and Wright Road, City of Lynwood, Los Angeles County, California.

Project Description: The Lynwood Unified School District ("the District") proposes to construct a new high school for approximately 1,600 students on a site of approximately 14.8 acres in the City of Lynwood, located at the corner of Martin Luther King Jr. Boulevard and Wright Road. The existing Lynwood High School was originally designed with a capacity for 3,472 students, but currently enrolls approximately 4,300 students (approximately 800 students over capacity). The proposed new high school would relieve overcrowding at the existing high school by permitting the reallocation of approximately 800 currently enrolled high school students to the new location, and accommodate enrollment demand from students in middle school and elementary school as they reach high school age. No overall increase in district enrollment is projected to occur as a result of the proposed project. The project would include approximately 162,000 gross square feet of classrooms and academic uses, gymnasium and recreational facilities, and administrative and related support space, including a multi-purpose activity center.

In order to provide a site of sufficient size to accommodate the school, including structures and associated recreational space, the District proposes to acquire John D. Ham Memorial Park and twenty-seven residential parcels located immediately west of the park. Ham Memorial Park occupies 10.2 acres and contains two parking lots, a lighted softball field, picnic areas with tables and barbecue braziers, basketball court, volleyball court, two meeting rooms (with an enclosed patio) and a children's play area. The park accommodates a number of recreational programs, including

baseball, softball and dance classes. The Abbott Residence, located at the southeast corner of Martin Luther King Jr. Boulevard and Wright Road, would be relocated as part of the proposed project.

The proposed project would include all the necessary components for the new high school, including classrooms and other educational facilities, recreational facilities such as playing fields and a gymnasium, and administrative and related support space. Approximately 416 parking spaces would be provided on the site, in a surface lot and parking structure. The proposed project would provide approximately 8.1 acres of playing fields, recreational facilities, and a "tot lot" play area, to generally replace the existing landscaped and recreational space in Ham Memorial Park. The District is proposing to enter into a joint use agreement with the City to allow City residents to utilize onsite recreational facilities during appropriate times.

Probable Environmental Effects of the Proposed Project

As discussed in the attached Initial Study, the environmental issues to be addressed in the Draft EIR will include, but may not be limited to:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems
- Cumulative Impacts

Date: May 25, 2001

Signature: Ken S Utter

For: Dr. Harold L. Cebrun, Senior

Initial Study

1. **Project Title:**

Lynwood High School/John Ham Park Site

2. **Lead Agency name and address:**

Lynwood Unified School District
11321 Bullis Rd.
Lynwood, CA 90262

3. **Contact person and phone number:**

Bertha Del Rivero
Public Information Officer
(310) 886-1403

4. **Project Location:**

Corner of Martin Luther King Jr. Boulevard and Wright Road, City of Lynwood, Los Angeles County, California (Figure 1).

5. **Project sponsor's name and address:**

Lynwood Unified School District
11321 Bullis Rd.
Lynwood, CA 90262

6. **General plan designation:**

Open Space and Townhouse and Cluster Housing

7. **Zoning:**

R-1 and R-2

8. **Description of Project** :

The Lynwood Unified School District proposes to construct a new high school for approximately 1,600 students on a 14.8 acre site in the City of Lynwood, located at the corner of Martin Luther King Jr. Boulevard and Wright Road (refer to Figures 1 and 2). The District is facing an increase in high school students, as a result of the overall population growth in the area. In addition, the existing Lynwood High School was originally designed with a capacity for 3,472 students, but currently enrolls approximately 4,300 students (i.e., approximately 800 students over capacity). As existing middle school and elementary students grow older, high school enrollment demand will increase further. The proposed new high school would relieve overcrowding at the existing high school and accommodate the projected enrollment demand. No overall increase in district enrollment is projected as a result of the proposed project. Construction would include approximately 162,000 gross square feet of classrooms, gymnasium, and administrative and related support space, including a multi-purpose activity center (see Figure 3).

In order to provide a site of sufficient size to accommodate the school, including structures and associated recreational space, the District proposes to acquire John D. Ham Memorial Park and twenty-seven residential parcels located immediately west of the park, as shown on Figure 3. Ham Memorial Park occupies 10.2 acres and contains two parking lots, a lighted softball field, picnic areas with tables and barbecue braziers, basketball court, volleyball court, two meeting rooms (with an enclosed patio), and a children's play area. The park accommodates a number of recreational programs, including baseball, softball and dance classes (in the meeting rooms). The existing residence located at the southeast corner of Martin Luther King, Jr. Boulevard and Wright Road (the Abbott Residence), would be relocated as part of the proposed project.

The proposed project would include all the necessary components for the new high school, including classrooms and other educational facilities, recreational facilities such as playing fields and a gymnasium, and administrative and related support space. Approximately 416 parking spaces would be provided on the site, in a surface lot and a parking structure. The District proposes entering into a joint use agreement with the City of Lynwood to allow the use of the reconfigured recreational facilities in the park by City residents at appropriate times.

9. **Surrounding land uses and setting:**

The site is currently surrounded on the north, west, and south with residential uses, including single-family residences and duplexes. Commercial and manufacturing uses are located to the east, across Wright Road.

10. **Other public agencies whose approval is required** :

Lynwood Unified School District is the Lead Agency for the proposed project. Other responsible agencies may include, but are not limited to the City of Lynwood, the California Department of Toxic Substances Control, the California Department of Education, the California State Allocation Board, and the California Division of State Architect.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project and will be addressed in the EIR.

☒ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology / Soils
☒ Hazards and Hazardous Materials	☒ Hydrology / Water Quality	☒ Land Use /Planning
☐ Mineral Resources	☒ Noise	☒ Population / Housing
☒ Public Services	☒ Recreation	☒ Transportation / Traffic
☒ Utilities / Service Systems	☒ Mandatory Findings of Significance	

DETERMINATION (To be completed by the Lead Agency)

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 a "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. ☒

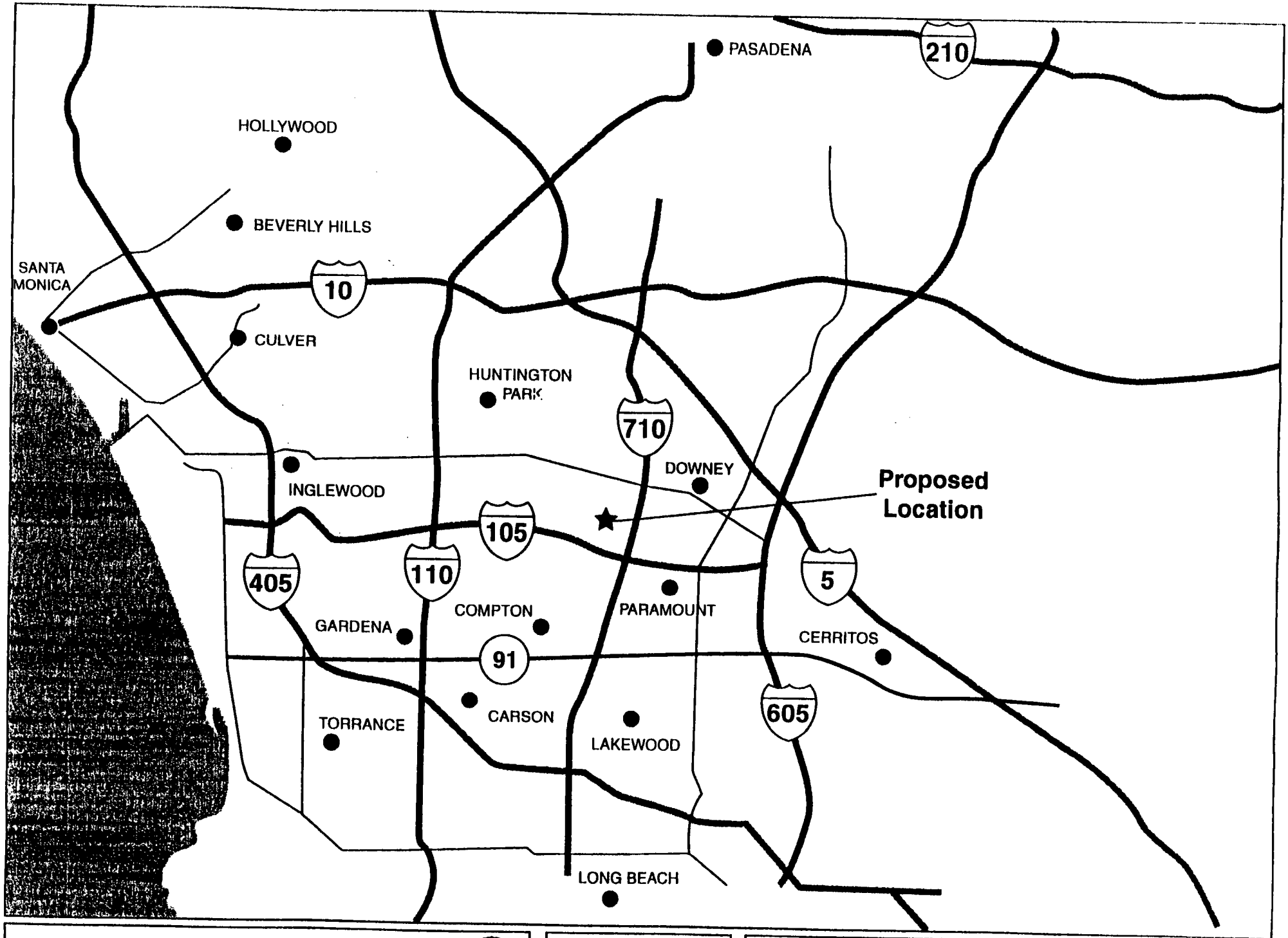
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that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

Terri Vitar
Signature

May 25, 2001
Date

Terri Vitar
For Dr. Harold L. Cebrun, Senior
Printed Name

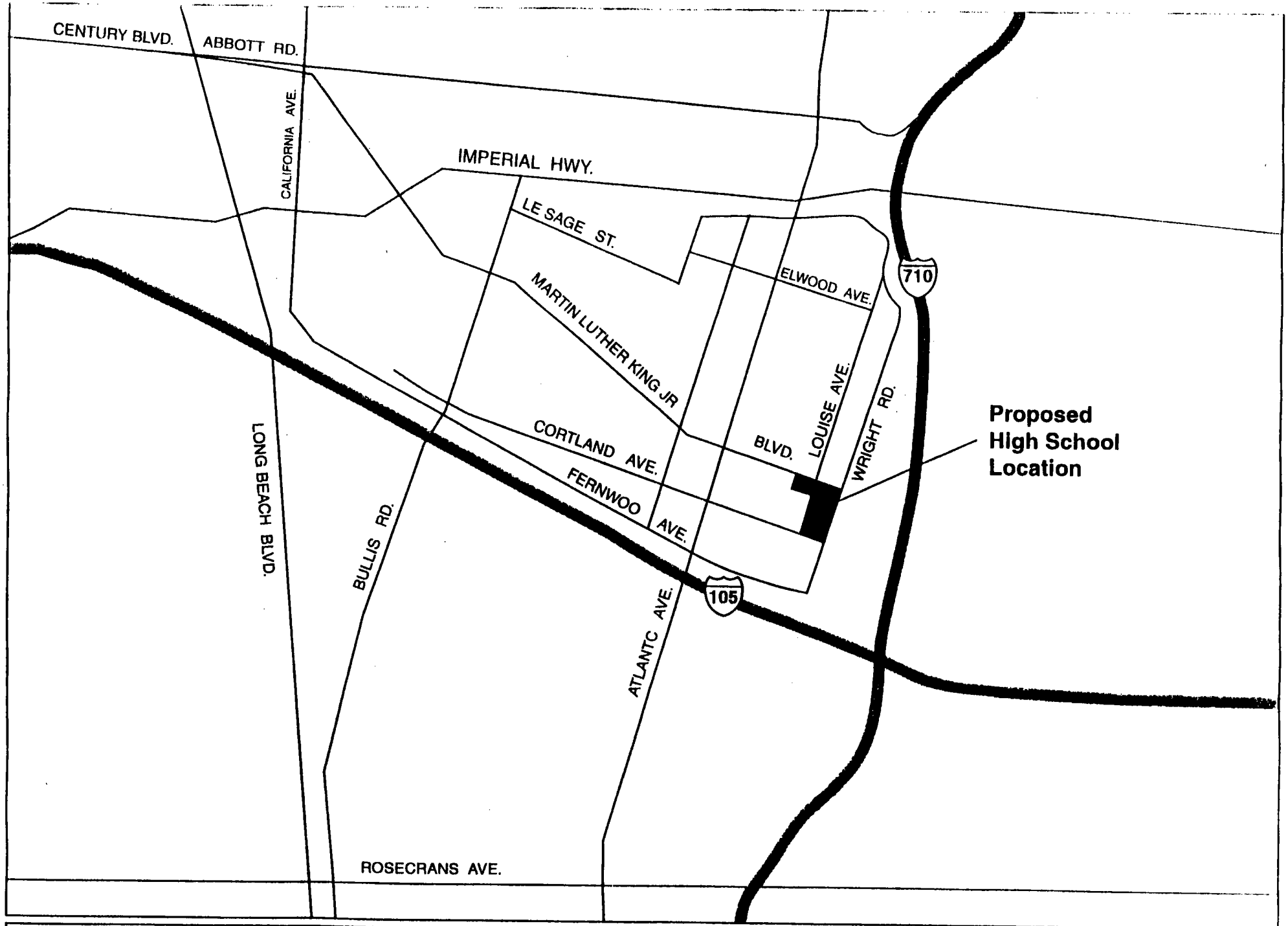
District Superintendent
Title



Not to Scale
SOURCE: EIP Associates

EIP

FIGURE 1
Regional Map



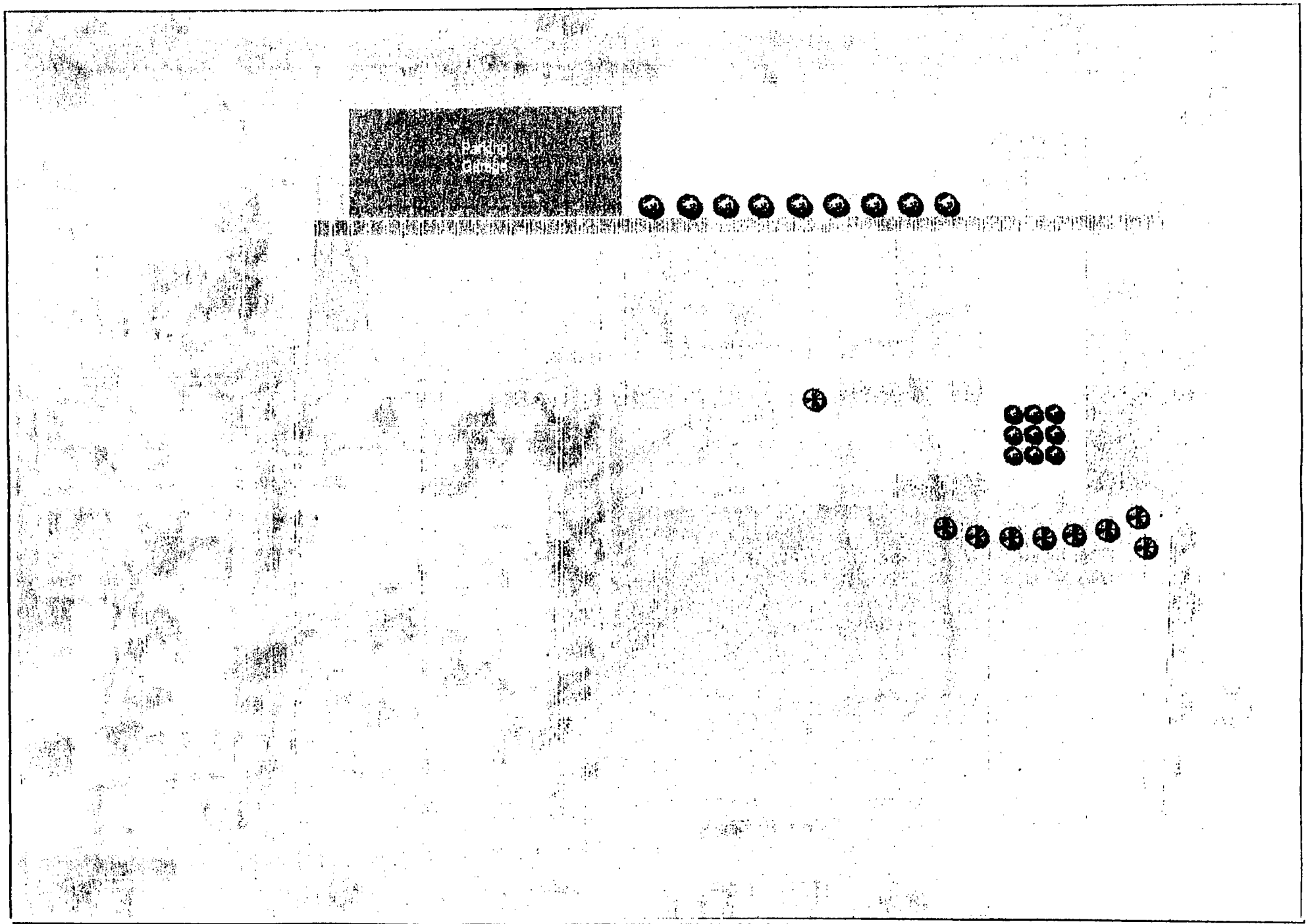
Not to Scale

SOURCE: Thomas Bros. Map 2000

EIP

FIGURE 2

Project Vicinity Map



SOURCE: LPA

EIP

FIGURE 3
Conceptual High School Site Plan

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impac

EVALUATION OF ENVIRONMENTAL IMPACTS:

I. **AESTHETICS**. Would the project:

a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

Discussion:

There are no scenic vistas in the vicinity. However, under favorable atmospheric conditions, there are limited and distant views from and across portions of Ham Memorial Park to the San Gabriel Mountains. New views would become available at some locations on the project site, and those areas would continue to have limited views of the mountains. Therefore, no net loss of scenic vistas would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐

Discussion:

The site is generally flat, without any particular scenic features. It is not located within a state scenic highway. There are mature trees and one historic structure onsite. To the extent feasible, existing mature trees would be preserved within the southern portion of the existing park. Nevertheless, many, if not all, of the mature trees may be removed. The Abbott Residence would be relocated within the site.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐

Discussion:

The demolition of existing structures, removal of mature trees, and introduction of new structures would modify the existing visual character, from landscaped parkland and single-family and duplex residences to a high school with buildings, recreational facilities, playing fields and landscaped spaces. Approximately 8.1 acres of the site would remain as landscaped and recreational space, which is similar to existing conditions. The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion:

Night lighting around the school buildings and the recreational facilities would also be provided, and this would increase the ambient light levels on portions of the site. However, as portions of the site are currently lighted at night, the provision of new sources of light would not result in the introduction of a substantial new source of light or glare. The design of the high school is not anticipated to include a significant use of glass or other reflective surfaces and therefore would not serve as a source of substantial glare.

II. **AGRICULTURAL RESOURCES**. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

	Potentially Significant Impact	Potentially Significant unless 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?	☐	☐	☐	☒

Discussion:

The site is currently occupied by parkland and single-family residences. No farmland would be removed as a result of the proposed project. No further environmental analysis is necessary.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

Discussion:

The site is currently occupied by parkland and single-family residences, and is not zoned for agricultural uses, nor covered by a Williamson Act contract. No further environmental analysis is necessary.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Discussion:

The site for development of the high school would not result in the conversion of any farmland to non-agricultural uses. No further environmental analysis is necessary.

III. **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. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

Discussion:

Regional planning efforts to improve air quality include a variety of strategies to reduce emissions from motor vehicles and minimize emissions from stationary sources. The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. The Air Quality Management Plan prepared by SCAQMD is based upon plans and growth projections, with which the project is compatible, including air quality control measures, such as transit use and carpooling, that are to be implemented by local jurisdictions. The project would provide bicycle racks and the proposed site plan includes a designated drop-off zone for buses and vehicles. The project would be consistent with regional air quality management efforts to minimize vehicle trips.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐

Discussion:

Project emissions would result from construction and operation of the school. According to preliminary impact screening criteria published in the 1993 SCAQMD CEQA Handbook, the project would not be likely to result in

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact

significant air quality impacts associated with operation or construction. For the purposes of the Initial Study, the potential impacts is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐

Discussion:

See response under Item III (a) and (b). For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐

Discussion:

For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

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

Discussion:

Construction activities associated with the proposed project would cause emissions of fugitive dust, and operation would cause motor vehicle emissions. None of the project emissions would be expected to cause objectionable odors that would affect the adjacent land uses.

As mentioned under Impact III(d), the adjacent industrial uses mostly include activities such as shipping and warehousing. These activities typically are not sources of objectionable odor. Therefore, the proposed project would not be affected by existing objectionable odors. No further environmental analysis is necessary.

IV. BIOLOGICAL RESOURCES. Would the project:

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 or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion:

The City of Lynwood General Plan indicates that native vegetation and wildlife resources have been virtually eliminated through urban encroachment. The proposed site is in an urbanized area and is currently occupied by single-family residences and turf-covered parkland. The proposed site provides habitat for common species typically found in residential areas in Southern California due to the urbanized character of the site and surrounding area. These may include rodents, lizards, opossums, and birds. The presence of rodents may attract larger mammals, such as skunks and raccoons. On-site trees may provide nesting sites for some common bird species. No candidate, sensitive, or special status species are known or suspected to be located on the site or in the immediate vicinity. Therefore, no substantial adverse effects would occur. The potential for impacts to nesting birds will be addressed in the EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? ☐ ☐ ☐ ☒

Discussion:

The proposed site is currently occupied by single-family residences and turf-covered parkland, and does not contain any riparian areas or natural communities. No further environmental analysis is necessary.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ☐ ☐ ☐ ☒

Discussion:

The proposed site has been modified from historic times and is currently occupied by single-family residences and turf-covered parkland and does not contain any wetlands. No further environmental analysis is necessary.

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? ☐ ☐ ☒ ☐

Discussion:

The site is in an urbanized area and is currently occupied by single-family residences and parkland. Therefore, none of these areas are anticipated to provide habitat suitable for any established fish or wildlife species. No migratory wildlife corridors or native wildlife nursery sites are present on the proposed site.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ☐ ☐ ☐ ☒

Discussion:

The City of Lynwood has no adopted ordinances or policies related to tree preservation or biological resources. Therefore, development of the project would not conflict with any adopted ordinances. No further environmental analysis is necessary.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion:

The proposed site is not covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No further environmental analysis is necessary.

V. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☒	☐	☐	☐

Discussion:

The proposed site includes the Abbott Residence, which was reportedly built in 1889 and, while possibly moved from an earlier location, is documented as having existed on its current site since 1907. The house is an example of the American four-square residential form. The Abbott Residence appears eligible for addition to the National Register of Historic Places. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐

Discussion:

A records search was conducted at the South Central Coastal Archaeological Information Center, located at California State University, Fullerton. It revealed that a total of six cultural resource studies have previously been conducted within a 0.5-mile radius of the study area. No archaeological sites, either prehistoric or historic, were documented by the earlier investigations within that radius. The current project area was not included within any of the previous cultural resource studies. Exposed areas of ground surface were inspected during field investigations at the site. No historical or prehistoric cultural material was observed.

The presence, extent, and significance of subsurface archaeological deposits within the area proposed for school development is not known at this time. Given the age of the historic Abbott Residence, and its function as an active farmstead, there is a reasonable probability that wells, privies, trash deposits, structural foundation remains, or other features may be present below the surface. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature?	☐	☐	☒	☐

Discussion:

There are no known or suspected unique paleontological resources or unique geologic features on the site.

d) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion:

There are no known or suspected burials within the project area; however, for the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

VI. GEOLOGY AND SOILS. Would the project:

a) 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, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to the California Division of Mines and Geology Spec. Pub. 42)	☐	☐	☐	☒

Discussion:

The proposed site is not located within a delineated area of a known earthquake fault, per the most recent Alquist-Priolo Earthquake Fault Zoning Maps issued by the State of California. The presence of known faults in the area includes the Newport-Inglewood fault and the Whitter-Elsinore fault. The precise location of these faults is not known due to alluvial soil cover on the surface, although the Newport-Inglewood fault is approximately 5 miles to the west and the Whittier-Elsinore fault is approximately 10.5 miles to the east. Both of these faults are capable of producing an earthquake with an intensity of 7.5 on the Richter scale, and provide the potential for strong seismic ground shaking on the site. Adherence to applicable building codes, including current seismic design standards, would minimize the potential for damage to structures and safety risks to building occupants. No further environmental analysis is necessary.

ii) Strong seismic ground shaking?	☐	☐	☒	☐

Discussion:

Refer to item VI, i) above.

iii) Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐

Discussion:

According to the Official Maps of Seismic Hazard Zones produced by the State of California, the proposed site is located within an area where liquefaction has historically occurred, or where local, geotechnical and groundwater conditions indicate the potential for permanent ground displacements as a result of seismically-induced ground shaking. These conditions are identified throughout the City. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

iv) Landslides?	☐	☐	☒	☐

Discussion:

The proposed site is generally flat, and therefore there is little or no potential for landslides to affect the site.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐

Discussion:

The proposed site is relatively flat. Development of proposed school facilities would require removal of vegetation and minimal grading, followed by construction of buildings and landscaping of open spaces. Construction activities would temporarily increase soil exposure to wind and water erosion. Because the proposed site is greater than 5 acres in size, the proposed project is subject to the provisions of the General Construction Activity Stormwater Permit adopted by the State Water Resources Control Board (SWRCB). Permit applicants are required to prepare, retain, and implement at the construction site a Stormwater Pollution Prevention Plan (SWPPP) that describes the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Potential impacts associated with erosion during construction will be addressed in the EIR. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

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?	☒	☐	☐	☐

Discussion:

As discussed above under (a)(iii), the proposed site is located within an area of potential geologic instability. Because of the size of the site (14.8 acres), the potential for variable soil conditions exists, and therefore the potential for unknown geologic hazards exists, which could result in potentially significant impacts. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

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?	☐	☐	☒	☐

Discussion:

According to soil samples taken during the Limited Phase II Environmental Site Screening, soil conditions at the project site consist of silty sands, sandy silts and sands. These soils are not considered expansive. However, the EIR will assess the potential for related impacts.

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 wastewater?	☐	☐	☐	☒

Discussion:

No septic tanks or alternative waste water disposal systems would be utilized as part of the proposed project. No further environmental analysis is necessary.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐

Discussion:

Hazardous materials would be limited to those typically used in construction and operation of school facilities. Some hazardous wastes could be generated in the demolition of the existing residential and recreation structures on the site, including asbestos-containing materials or lead-based paints. The EIR will address the potential for exposure of construction workers or the general public to these hazardous materials. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐

Discussion:

See discussion under (a), above. Potential impacts related to the use and storage of hazardous materials at the project site will be addressed in the EIR. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐

Discussion:

The proposed site is within a quarter mile of the Will Rogers (Elementary) School and the Vista (Continuation) High School. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐

Discussion:

The proposed site is not listed in any federal, state or local database of known sites related to any hazardous wastes or other environmental concerns, and there are no known sources of contamination onsite. However, the potential exists for limited onsite contamination due to the current and historic uses of the site. The EIR will provide an analysis of the potential health risks related to onsite conditions, incorporating the findings of the analysis completed in compliance with the requirements of the California Department of Toxic Substances Control (DTSC). For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 pubic use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

Discussion:

The proposed site is not located within an airport land use plan, or within two miles of a public airport or public use airport. No further environmental analysis is necessary.

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?	☐	☐	☐	☒

Discussion:

The proposed site is not located in the vicinity of a private airport. No further environmental analysis is necessary.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Discussion:

Development of the high school would not interfere with the adopted emergency response plan for the City of Lynwood, which designates Martin Luther King Jr. Blvd., immediately north of the proposed site, as an evacuation route. The development of the proposed project would introduce a new school site, which may require modification of the existing adopted emergency response plan. Potential impacts will be evaluated in the EIR.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion:

The proposed site is located in an urban area that is not subject to wildland fires. No further environmental analysis is necessary.

VIII. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐

Discussion:

Construction of the proposed project would result in grading of the site, which could expose soils to erosion from wind and rain. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

The proposed project would use domestic water supplies provided by the City of Lynwood and would discharge into the local sanitary sewer system. Operation of the project would result in stormwater runoff from the site entering the local storm drain system. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible,

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact
identify mitigation measures to avoid the impact.				
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?	☐	☐	☒	☐

Discussion:

Construction of the project would involve grading of the site; however, no substantial excavation is anticipated. The depth to groundwater at the site has been estimated at approximately 60 feet. In addition, the nearest groundwater well to the project site is approximately ¼-mile west of the site, near the intersection of Linden Street and Walnut Avenue. This well was last measured in November 1999 and depth to groundwater was measured at 86 feet below the surface. Since no substantive excavation of the site would occur, no impacts to groundwater would result from the proposed project. The potential impacts will be addressed in the EIR.

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?	☐	☐	☒	☐

Discussion:

The existing park and residences generally drain via sheet-flow to the adjacent streets. Development of the proposed project would modify these local drainage patterns. However, there would not be a substantial increase in impervious surfaces and the future runoff is expected to be equivalent to existing runoff. As runoff from the buildings and the parking structure would be collected and conveyed to the storm drain system, it is expected that runoff from the buildings would not result in increase sheet-flow across the playing fields and landscaped areas. Therefore, runoff from the proposed project would not increase erosion or siltation on- or off-site. The potential impacts will be addressed in the EIR.

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 or surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐

Discussion:

Please see the discussion under (c), above. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

Discussion:

As discussed under item (c) and (d) above, potential impacts from connection to the local storm drain system will be addressed in the EIR.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒

Discussion:

No impacts to water quality other than those discussed above would occur. No further environmental analysis is necessary.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒

Discussion:

No housing would be developed as part of the proposed project. No further environmental analysis is necessary.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☒	☐	☐	☐

Discussion:

The proposed site is located within an area that was formerly designated by the Federal Emergency Management Agency as being within a 100-year flood plain. This designation was recently revised (per the Flood Insurance Rating Map, Community Panel Number 060635 002 C, Panel 2 of 2, updated July 6, 1998) to zone AR, which is an area of special flood hazard due to the ongoing restoration of an accredited flood protection system that will provide a 100-year or greater level of flood protection. A portion of northern edge of the site, along Martin Luther King Jr. Drive, remains within the "AH" zone, which designates that due to the lower elevation of that area (in relation to the surrounding land), ponding may occur at depths of between 1 and 3 feet during a 100-year flood. The potential impacts will be addressed in the EIR. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

i) 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?	☒	☐	☐	☐

Discussion:

As discussed above, ponding to a depth of 1 to 3 feet could occur during a 100-year flood at some portions of the project site (located along Martin Luther King, Jr. Blvd). Such flooding would not be life-threatening, but it could cause property damage and interruption of school activities. The potential impacts will be addressed in the EIR. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion:

The proposed site is located in the City of Lynwood, and is approximately 15 miles east of the Pacific Ocean. The proposed site is not in close proximity to any other body of water or in an area that could be subject to a mudflow. There is no potential for impacts related to seiches, tsunamis or mudflows. No further environmental analysis is necessary.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact

IX. LAND USE AND PLANNING. Would the project:

a) Physically divide an established community?	☐	☐	☒	☐

Discussion:

The proposed development of a high school would result in the acquisition of 27 residential properties that are occupied by 45 dwelling units and reconfiguration of an existing park. The proposed project, on 14.8 acres, would generally replace the existing landscaped recreational space, would not require modification of circulation patterns, and would not physically divide the established community of Lynwood. However, the potential impacts will be addressed in the EIR.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Discussion:

The Land Use Policy Map for the City of Lynwood (dated June 12, 1990), assigns three land use designations to the proposed site: 1) the existing John Ham Memorial Park is designated as open space; 2) the area bounded by Martin Luther King Jr. Blvd., Duncan Avenue, Walnut Drive and the park is designated for townhouse and cluster housing; and 3) the area between Louise Avenue and the park is designated as single family residential. The Zoning Map for the City of Lynwood, dated September, 1994, designates the park as the "R1" zone (single family residential) and the adjacent residential areas as "R2"(residential two family). The EIR will analyze the compatibility of the proposed project with the City's plans and development standards.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion:

The City of Lynwood has not adopted an habitat conservation or natural community plan and there are no such adopted plans that cover the proposed site. No further environmental analysis is necessary.

X. MINERAL RESOURCES Would the project:

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?	☐	☐	☐	☒

Discussion:

There are no known or suspected mineral resources located on the proposed site, which is located in an urbanized area that is not currently subject to mineral exploration or extraction. No further environmental analysis is necessary.

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?	☐	☐	☐	☒

Discussion:

There are no known or suspected mineral resources located on the proposed site, which is located in an urbanized area that is not currently subject to mineral exploration or extraction. No further environmental analysis is necessary.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact

XI. **NOISE**: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐

Discussion:

The project site is within a quarter-mile of the I-710 (Long Beach Freeway) and the I-105 (Century Freeway). Martin Luther King Jr. Boulevard and Wright Road are local thoroughfares that are immediately adjacent to the north and east of the project site respectively. No substantial noise impacts are anticipated as a result of the site's proximity to the light industries east of the site or the residential uses nearby. The EIR will address potential impacts from adjacent activities on sensitive receptors at the school site. In addition, proposed school operations would potentially increase noise levels in the surrounding area. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒

Discussion:

Construction of the proposed school would not require pile driving or other construction techniques likely to cause excessive off-site groundborne noise or vibration. Occupation and use of the school would not involve any excessive sources of groundborne noise or vibration. No further environmental analysis is necessary.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

Discussion:

Operation of typical building mechanical equipment, increased traffic from buses and other vehicles accessing the site, and activity of students around the school and the play fields may cause increased noise in the project vicinity. Potential noise impacts will be analyzed in the EIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐

Discussion:

Project construction would require the use of heavy equipment for site grading and excavation, installation of utilities, paving, and building fabrication. Construction would also involve the use of smaller power tools, generators, and other sources of noise. Construction noise, while of relatively short duration, can generate peak noise levels of up to 80-90 dBA at distances of 50 feet from the noise source. The nearest sensitive receptors are existing residences approximately 100 feet north, south, and west of the project boundary. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

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?	☐	☐	☐	☒

Discussion:

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact

The proposed site is not located within an airport land use plan, or within two miles of a public airport or public use airport. No further environmental analysis is necessary.

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?	☐	☐	☐	☒

Discussion:

The proposed site is not located in the vicinity of a private airport. No further environmental analysis is necessary.

XII. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)?	☐	☐	☒	☐

Discussion:

The proposed development of the high school would relieve overcrowding at the existing Lynwood High School, which was designed for 3,473 students but currently enrolls approximately 4,300 students (800 students over capacity). The enrollment capacity at the proposed high school would be 1,600 students, which would permit reallocation of approximately 800 existing students from Lynwood High School. The proposed project would not directly result in a substantial increase in the total number of students enrolled in the Lynwood Unified School District. Instead, the proposed new high school would accommodate over-enrollment (at the existing high school) plus accommodate approximately 800 additional students, as necessary to serve projected growth. However, the EIR will address potential impacts on population and housing from the project.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Discussion:

The proposed project would displace 27 existing residential parcels that are currently occupied by 45 dwelling units. This would reduce the overall supply of housing in the area. The potential impacts will be addressed in the EIR.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Discussion:

As discussed above under item (b), the proposed project would displace 27 existing residential properties that provide housing for 45 households. The potential impacts will be addressed in the EIR. The District will also prepare a relocation plan to evaluate the present circumstances and the re-housing requirements of the affected households.

XIII. PUBLIC SERVICES.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	☐	☐	☒	☐

Discussion:

The project is served by Los Angeles County Station No. 148 at 4264 Martin Luther King Jr. Blvd. The site is located within the 5 minute response time of this station. There are currently 3 firefighters staffed at this station, and city-wide, 9 firefighters on duty at all times. The proposed project would not increase the ratio of firefighters to population served, nor require any new or physically altered fire protection facilities. However, the potential impacts will be addressed in the EIR.

Police Protection?	☐	☐	☒	☐

Discussion:

The Lynwood Unified School District Security Department has primary responsibility to provide security services to all schools in the district. The LUSD Security Department would provide security services to the proposed new high school. The proposed project is intended to relieve overcrowding at the existing Lynwood High School, and to enroll existing students enrolled in middle and elementary schools in the District, the proposed project would not increase total student enrollment. Police protection within the City of Lynwood is provided by Los Angeles County Sheriff, via the Century Station located approximately 4 miles to the east of the proposed school site at 11730 Alameda Avenue. The potential impacts will be addressed in the EIR.

Schools?	☐	☐	☒	☐

Discussion:

The proposed new high school would relieve overcrowding at the existing high school and meet high school demand based on existing enrollment at elementary and middle schools in the district and projected growth. No increase in total student enrollment in the LUSD would result from the proposed project. The potential impacts will be addressed in the EIR.

Parks?	☒	☐	☐	☐

Discussion:

The City of Lynwood contains 46.1 acres of open space area, the largest of which is contained in the 32-acre City park. The City has identified a deficiency in existing parkland. John Ham Memorial Park is comprised of 10.2 acres of parkland. The loss of the park land and the recreational facilities provided by the park would reduce parkland and recreational opportunities for the residents of the City of Lynwood. To address this situation, the District proposes to enter into a joint use agreement with the City of Lynwood to allow residents to utilize on-campus recreational facilities at appropriate times. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

Other public facilities?	☐	☐	☐	☒

Discussion:

The proposed project would not affect any other public facilities. No further environmental analysis is necessary.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION. Would the project:				
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?	☐	☐	☒	☐

Discussion:

Use of recreational facilities due to their dual function as school and after-hours play areas could accelerate physical deterioration of the facility. The potential impacts will be addressed in the EIR.

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?	☐	☐	☒	☐

Discussion:

Development of the proposed project would reconfigure the southern portion of the site to provide landscaped playing fields, a multi-purpose activity center, a site for relocation of the Abbott Residence, and a play area with appropriate play equipment. The proposed project would not result in additional demands on recreational facilities. The potential impacts will be addressed in the EIR.

XV. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?	☒	☐	☐	☐

Discussion:

The proposed project would be constructed on a site that is generally bounded by Martin Luther King Jr. Boulevard on the north, Wright Road on the east, Cortland Avenue on the south, and Louise and Duncan Avenues on the west. School operations would increase vehicle trips in the area. As a consequence, project-generated traffic may adversely impact the roadway network, as well as the signalized and unsignalized intersections that serve the project site. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐

Discussion:

Refer to the discussion above under XVa.

c) 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?	☐	☐	☐	☒

Discussion:

The proposed project would not result in any changes in air traffic patterns. No further environmental analysis is necessary.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☒

Discussion:

The preliminary site plan for the proposed project provides for location of parking and student drop-off adjacent to Martin Luther King Jr. Blvd., which would not require any modifications to the design of that street, or the intersection of that street with Wright Road. Therefore, development of the project would not substantially increase hazards due to design features. No further environmental analysis is necessary.

e) Result in inadequate emergency access?	☐	☐	☒	☐

Discussion:

The preliminary site plan for the proposed project provides for location of parking and student drop-off along Martin Luther King Jr. Blvd., which would not require any modifications to the design of that street, or the intersection of that street with Wright Road. Therefore, the proposed project would not reduce or interfere with emergency access, either to the site, or the surrounding area. However, the potential impacts will be addressed in the EIR.

f) Result in inadequate parking capacity?	☐	☐	☒	☐

Discussion:

The proposed project would provide approximately 416 parking spaces in one at-grade lot and one parking structure. The EIR will analyze the capacity for the school to provide adequate parking.

g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐

Discussion:

The proposed site plan includes a designated drop-off zone for buses adjacent to the parking lot located along Martin Luther King, Jr. Boulevard. MTA bus service is available along Atlantic Boulevard (MTA lines 119 and 260) and the Lynwood Trolley (Line B), four blocks west of the proposed site. The MTA line 119 provides connecting service to the Metro Green Line via the station at Long Beach Boulevard. In addition, bicycle parking would also be provided on the site, to accommodate students and staff, as well as area residents that would use the recreational facilities. The proposed project would not conflict with any adopted policies supporting alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS. Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐

Discussion:

Wastewater generated by the proposed high school would be discharged into the local wastewater treatment lines operated by the City of Lynwood. These lines feed into trunk lines which are operated and maintained by Los Angeles County Sanitation Department, and wastewater is then treated at the Joint Water Pollution Control Plant (JWPCP) in Carson. The plant is designed to treat 385 million gallons per day (mgd). The plant currently treats approximately 325 mgd, and is in compliance with applicable regulations. No significant impacts are anticipated; however, the EIR will analyze the potential impacts related to wastewater discharge.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Require 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?	☐	☐	☒	☐

Discussion:

The proposed project is intended to relieve overcrowding at the existing high school and to accommodate existing students that are currently enrolled in middle and elementary schools in the LUSD. Wastewater from the City of Lynwood is treated at the Joint Water Pollution Control Plant in Carson. The plant is designed to treat 385 million gallons per day (mgd). The plant currently treats approximately 325 mgd. Adequate capacity exists for treatment of additional wastewater from the proposed project. The EIR will identify wastewater conveyance capacity and determine if this would be adequate to meet the needs of the proposed project.

c) Require 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?	☐	☐	☒	☐

Discussion:

Refer to Item VIII.d above for a discussion of stormwater drainage. The EIR will address potential impacts related to storm water facilities.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐

Discussion:

Approximately 80 percent of water in the City of Lynwood is supplied by ground wells, and the remaining 20 percent is supplied by a private service provider. No substantial increase in water demand is anticipated. The proposed project is intended to relieve overcrowding at the existing high school and to accommodate existing students that are currently enrolled in middle and elementary schools in the LUSD. No overall increase in student enrollment would result from the proposed project. Further, as the existing uses on the site (a park and residences) currently consume water, the construction of a the proposed project would offset this existing water demand. The proposed impacts related to demand for water will be analyzed in the EIR.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

Discussion:

As discussed above, wastewater from the project area is treated at the Joint Water Pollution Control Plant in Carson. The plant is designed to run at 385 million gallons per day (mgd). The plant currently treats approximately 325 mgd. Therefore, adequate capacity exists for treatment of additional wastewater. However, as the proposed project is intended to relieve overcrowding at the existing high school and to accommodate existing students that are currently enrolled in middle and elementary schools in the LUSD, no overall increase in wastewater generation is expected as a result of the proposed project.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐

Discussion:

Construction of the proposed project, including demolition of existing structures on the site would generate solid waste. As discussed in Item VII.b above, asbestos-containing materials and lead-based paints would be disposed of in accordance with applicable regulations. Other non-hazardous construction debris would be either disposed of in a Class III landfill, or disposed of in a private landfill that accepts and/or recycles construction debris. The proposed project may result in an increase in the generation of solid waste, although no substantial increase is anticipated. The potential impacts will be analyzed in the EIR, including an analysis of the potential impacts upon landfills.

g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion:

The project would comply with all relevant statutes and regulations related to solid waste. Potential impacts to solid waste generation would be addressed in the EIR.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

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, 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?	☒	☐	☐	☐

Discussion:

The proposed project site is located within an urban and developed area, and no significant biological resources would be affected by proposed project implementation. As such, significant impacts with regard to this resources are not expected to occur. However, relocation of the Abbott Residence would potentially result in significant impacts. The potential impacts upon the historical significance of the Abbott Residence will be addressed in the EIR. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

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.)	☒	☐	☐	☐

Discussion:

The proposed project could contribute to cumulative effects of known, probable and reasonably foreseeable projects occurring within the City of Lynwood and the adjacent communities, including projects proposed by the Lynwood Unified School District. Because the proposed project, in combination with reasonably foreseeable projects in Lynwood and the adjacent communities may result in cumulative effects, these potential impacts will be addressed in the EIR. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less Than Significant Impact	No Impact
mitigation measures to avoid the impact.				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Discussion:

The proposed project would potentially result in adverse effects to air quality, cultural resources, geology and soils, hazards and hazardous materials, hydrology in water quality, land use and planning, noise, population and housing, police protection, recreation, transportation, and utilities, as described above. For the purposes of this Initial Study, the potential impact is considered potentially significant. The EIR will provide an analysis of the potential impact and will, to the extent feasible, identify mitigation measures to avoid the impact.

COMMENTS

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse

Gray Davis
GOVERNOR

Steve Nissen
DIRECTOR

Notice of Preparation

May 29, 2001

To: Reviewing Agencies

Re: Lynwood High School/John Ham Park Site
SCH# 2001051139

Attached for your review and comment is the Notice of Preparation (NOP) for the Lynwood High School/John Ham Park Site draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Berha Del Rivero
Lynwood Unified School District
11321 Bullis Road
Lynwood, CA 90262

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
916-445-0613 FAX 916-323-3018 WWW.OPR.CA.GOV/CLEARINGHOUSE.HTML

Document Details Report
State Clearinghouse Data Base

SCH# 2001051139
Project Title Lynwood High School/John Ham Park Site
Lead Agency Lynwood Unified School District

Type NOP Notice of Preparation

Description The Lynwood Unified School District proposes to construct a new high school for approximately 1,600 students on a 14.8 acre site in the City of Lynwood, located at the corner of Martin Luther King Jr. Boulevard and Wright Road (refer to figures 1 and 2). The District is facing an increase in high school students, as a result of the overall population growth in the area. In addition, the existing Lynwood High School was originally designed with a capacity for 3,472 students but currently enrolls approximately 4,300 students (i.e., approximately 800 students over capacity). As existing middle school and elementary students grow older, high school enrollment demand will increase further. The proposed new high school would relieve overcrowding at the existing high school and accommodate the projected enrollment demand. No overall increase in district enrollment is projected as a result of the porposed project. Construction would include approximately 162,000 gross square feet of classrooms, gymnasium, and adiministrative and related support space, including a multi-purpose activity center (see figure 3).

Lead Agency Contact

Name Berha Del Rivero
Agency Lynwood Unified School District
Phone 310-886-1403 **Fax**
email
Address 11321 Bullis Road
City Lynwood **State** CA **Zip** 90262

Project Location

County Los Angeles
City Lynwood
Region
Cross Streets Corner of Martin Luther King Jr. Boulevard and Wright Road
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use Open Space and Townhouse and Cluster Housing
R-1 and R-2

Project Issues Aesthetic/Visual; Biological Resources; Forest Land/Fire Hazard; Public Services; Agricultural Land; Water Quality; Noise; Recreation/Parks; Air Quality; Geologic/Seismic; Landuse; Population/Housing Balance; Traffic/Circulation

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Fish and Game, Region 5; Native American Heritage Commission; State Lands Commission; Caltrans, District 7; California Highway Patrol; Integrated Waste Management Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

Date Received 05/29/2001 **Start of Review** 05/29/2001 **End of Review** 06/27/2001

Note: Blanks in data fields result from insufficient information provided by lead agency.

STATE OF CALIFORNIA Gray Davis, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

June 7, 2001

Berha Del Rivero
Lynwood Unified School District
11321 Bullis road
Lynwood, CA 90262

RE: SCH# 2001051139 – Lynwood High School/John Ham Park Site

Dear Ms. Del Rivero:

The Native American Heritage Commission has reviewed the above mentioned NOP. To adequately assess the project-related impact on archaeological resources, the Commission recommends the following action be required:

- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check.
  - A list of appropriate Native American Contacts for consultation concerning the project site and assist in the mitigation measures.
- ✓ Provisions for accidental discovery of archeological resources:
  - Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should include provisions for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA) §15064.5 (f).
- ✓ Provisions for discovery of Native American human remains
  - Health and Safety Code §7050.5, CEQA §15064.5 (e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents.

If you have any questions, please contact me at (916) 653-4040.

Sincerely,

Rob Wood

Rob Wood
Associate Governmental Program Analyst

CC: State Clearinghouse

South Coast
Air Quality Management District
21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 · http://www.aqmd.gov

June 8, 2001

Ms. Bertha Del Rivero
Public Information Officer
Lynwood United School District
11321 Bullis Road
Lynwood, CA 90262

Dear Ms. Del Rivero:

Notice of Preparation of an Environmental Impact Report for
Lynwood High School/John Ham Park Site

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis
The AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be considered. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the evaluation. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources
AQMD rules and relevant air quality reports and data are available by calling the AQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the AQMD's World Wide Web Homepage (http://www.aqmd.gov).

The AQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Dr. Charles Blankson, Transportation Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC010531-01LI
Control Number

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, *Governor*

DEPARTMENT OF TRANSPORTATION
OFFICE OF REGIONAL PLANNING
DISTRICT 7, IGR/CEQA 1-10C
120 SO. SPRING ST.
LOS ANGELES, CA 90012
TEL: (213) 897-6696 ATSS: 8- 647-6696
FAX: (213) 897-6317

June 18, 2001

IGR/CEQA cs/010616
NOP
City of Lynwood
Lynwood High School/John Ham Park Site
Martin Luther King Jr. Blvd./Wright Rd.
Vic. LA-710-16.74
SCH# 2001051139

Ms. Berhe Del Rivero
Lynwood Unified School District
11321 Bullis Rd.
Lynwood, CA 90262

Dear Ms. Del Rivero:

Thank you for including Caltrans in the environmental review process for the above-mentioned project. Based on the information received, we have the following comments:

A traffic study will be needed to evaluate the project's overall impact on the State transportation system including Interstate 710 (Long Beach Freeway) and Interstate 105 (Century Freeway) and all affected freeway on/off ramps . The traffic study should include, but not be limited to:

1) Assumptions used to develop trip generation/distribution percentages and assignments.

2) An analysis of ADT, AM and PM peak hour volumes for both the existing and future (year 2020) conditions. This should also include, but not be limited to, level-of-service calculations:
Existing traffic volumes
Existing level-of-service (LOS) calculations
Future traffic volumes projections for year 2020
Cumulative level-of-service (LOS) calculations

3) Any mitigation measures proposed to alleviate traffic impact should include, but not be limited to the following:
Financing
Scheduling considerations
Implementation responsibilities

4) We recommend the use of multi-passenger vehicles for transport of students to and from the proposed school site. All applicable measures will need to be addressed to assure safety considerations for transport of students are incorporated in the report.

If you have any questions regarding our comments, refer to Caltrans IGR/CEQA Record # cs/010616, and please do not hesitate to contact me at (213) 897-4429.

Sincerely,

STEPHEN BUSWELL
IGR/CEQA Program Manager

cc: Mr. Scott Morgan, State Clearinghouse

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 721-0705
Fax: (323) 726-7241

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

June 27, 2001

Ms. Lorry Hempe, Assistant City Manager
City of Lynwood
11330 Bullis Rd.
Lynwood, Ca 90262

Dear Ms. Hempe:

PROPOSED HAM PARK HIGH SCHOOL

The County of Los Angeles Department has received your request for a complete review of an Environmental Impact Review, which is in the process, and will take approximately thirty days to respond.

Ms. Hempe, based on my preliminary review of the proposed Ham Park High School, it is my determination that the proposed project will have to meet the following requirements:

- Water Flow
- Fire Department Access
- Fire Protection Systems, such as sprinklers and alarms

In addition, an evaluation of the increase fire department response level to handle an emergency incident at this facility would have to be conducted.

Should you require any additional information, or if I can be of any assistance, please feel free to contact me at (323) 721-0705.

Sincerely,

JESUS BURCIAGA, ASSISTANT FIRE CHIEF
OPERATIONS BUREAU I, DIVISION VI

JB:cq

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS, ARTESIA, AZUSA, BALDWIN PARK, BELL, BELL GARDENS, BELL FLOWER, BRADBURY, CALABASAS, CARSON, CERRITOS, CLAREMONT, COMMERCE, COVINA, CUDAHY, DIAMOND BAR, DUARTE, EL MONTE, GARDENA, GLENDORA, HAWAIIAN GARDENS, HAWTHORNE, HIDDEN HILLS, HUNTINGTON PARK, INDUSTRY, INGLEWOOD, IRWINDALE, LA CANADA-FLINTRIDGE, LA MIRADA, LA PUENTE, LAKEWOOD, LANCASTER, LAWNDALE, LOMITA, LYNWOOD, MALIBU, MAYWOOD, NORWALK, PALMDALE, PALOS VERDES ESTATES, PARAMOUNT, PICO RIVERA, POMONA, RANCHO PALOS VERDES, ROLLING HILLS, ROLLING HILLS ESTATES, ROSEMEAD, SAN DIMAS, SANTA CLARITA, SIGNAL HILL, SOUTH EL MONTE, SOUTH GATE, TEMPLE CITY, WALNUT, WEST HOLLYWOOD

City of LYNWOOD
A City Meeting Challenges
11330 BULLIS ROAD
LYNWOOD, CALIFORNIA 90262
(310) 603-0220

June 27, 2001

Lynwood Unified School District Board Members
C/O Bertha del Rivero,
Public Information Officer
Lynwood Unified School District
11321 Bullis Road
Lynwood, CA 90262

RE: Notice of Preparation of a Draft Environmental Impact Report, Proposed High School at John Ham Park.

Dear Ms. Rivero and School Board Members:

The City of Lynwood thanks the Lynwood Unified School District for the opportunity to review the Notice of Preparation for the Draft Environmental Impact Report for the Proposed High School at Ham Park. The City understands the need for new schools to accommodate increasing student attendance.

The City Council and their staff is responsible for the health, safety and welfare of approximately 70,000 residents citywide. The City appreciates the School District's desire to pursue an Environmental Impact Report and hopefully any potentially adverse impact can be reduced to a level of insignificance. The City has a number of concerns with the proposed Ham Park High School Project and the Initial Study. Following is a summary of questions, concerns and comments responsible City representatives have. In addition, the City requests that the School District schedule scoping meeting(s) to identify the format and content of the Environmental Impact Report.

Planning

1) The State Department of Education lists Lynwood High School with 4,129 students for the 2000-2001 School year. This consists of 1,271 Freshmen, 1,169 Sophomores, 988 Juniors and 710 Seniors. The current estimate in the Initial Study of 4,300 is overstated by 171 students. This would reduce the need from 800 students to 629 students.

2) The Initial Study indicates that the School District proposes to enter into a joint use agreement with the City for the use of Ham Park. Based on past history "appropriate times" for the City use of facilities has resulted in "no times that are appropriate." The City should assure that the Joint Use Agreement provides for specific uses, times and conditions under which the City and its residents can use the facilities which the School District can not arbitrarily cut off. Secondly, CEQA requires that mitigation measures be implementable and not deferred to some future uncertain date (Kings County Farm Bureau v. City of Hanford (5th Dist. 1990) 221 Cal.App.3d 692,727-728 (270Cal.Rptr.650). If the EIR uses the Joint Use Agreement as a Mitigation Measure for the use of Ham Park, the Agreement must be executed by both parties prior to the project approval.

3) The proposed project will have a Potentially Significant Impact on Land Use and Planning because the proposed project does conflict with the existing City of Lynwood General Plan and the existing Lynwood Zoning Code. Appropriate mitigation is the amendment of the General Plan and the Zoning Code by the City.

4) The proposed project will have a Potentially Significant Impact on Noise because the proposed project will result in a substantial permanent increase in ambient noise levels in the project vicinity above existing levels without the project.

5) The proposed project will have a Potentially Significant Impact on Population and Housing because the proposed project removes homes from the existing housing market and there is no reduction in the housing needs as established by SCAG and enforced by HCD. Under proposed legislation the City may even be fined $1,000 per unit for the homes that the District removes. HCD is requiring the City to show that it can provide over 900 new additional units of housing (per the Regional Housing Allocation (RHNA) Plan established by the Southern California Association of Governments (SCAG). The School District is posing to remove this much needed housing stock.

6) The proposed project will have a Potentially Significant Impact on Police Protection because in an actual emergency the Los Angeles County Sheriff's Department is the actual security agency that has responded to incidents at Lynwood High School and is the actual agency that will respond to the proposed project. The expense of the response by the Sheriff is currently born by the City. An appropriate mitigation measure would be a separate contract between the Sheriff and the District.

7) The proposed project will have a Potentially Significant Impact on Recreation because the proposed project reduces the actual number of acres of recreation space and reduces significantly the amount of time that that space can be used by the general public. According to the General Plan of the City of Lynwood there are only 46 acres of parkland within the City. Of this Ham Park represents 25 percent (25%) with 10 acres. Even including useable school sites there are only 97 acres of useable open space within the City. With a current population of over 69,000 persons there are only 1.4 acres of open space per 1,000 persons. The recommended standard is 4 acres per 1,000 persons, which means that the City of Lynwood should have 276 acres of open space or an additional 180 acres of useable open space. Appropriate mitigation would be for the District to replace this much needed recreational space at an alternate location.

8) Under the Alternatives Section of the Draft EIR the District should examine the alternative of "Centers of Excellence" as proposed by the City. This alternative proposes that the needs of the high school be met through construction of "Centers of Excellence."

The proposed Centers of Excellence would be devoted to: 1) a small learning community, 2) partnerships with employers, community and higher education, and 3) college prep, career-related curriculum. The dispersal of students would have a beneficial impact on traffic and public services and may be the superior environmental alternative.

The small learning community would include: academy only classes for 2-4 years, a team of teacher managers, limited voluntary enrollment, and a family like atmosphere. The Centers would provide administrator and counselor support and have other courses and activities outside of the academy.

The partnership with employers community and higher education component would include a steering committee to govern the Center, parental involvement and support, business and community speakers and role models, field trips, job shadowing, mentoring programs, workplace internships, and community service. The Center would also include articulation with post secondary education establishments.

The college preparation program would include college entrance academy classes, broadly defined career classes, contextual, applied integrated curriculum and common teacher planning time. The program would also include project based learning and college and career planning, and articulation.

The City would assist the District in identifying the appropriate academy sites, support the District with State financing, and cooperate in the mitigation of any adverse impacts that may be identified. The City believes that the Center of Excellence concept will reduce impacts to traffic and parking, services and utilities by distributing students over a broader area. The concept will also increase educational opportunities for more students.

Examples of academies that have been created within California include the following:

a. Hoover High School
b. Advance Research and Technology (Fresno/Clovis)
c. Culinary Academy (Paso Robles)
d. Technology Academy (Beaumont)
e. Technology and Hospitality (Pomona)
f. New Media (Los Angeles)
g. Concert Production (Los Angeles)
h. Junior Police (Los Angeles)
i. Human Services (Los Angeles)
j. Graphic Arts/Multi-Media (Compton)

Community Development

10) The School District should identify a contact person or department to provide information to the general public. City staff is receiving numerous phone calls and inquiries at the public counter regarding the "Facilities Master Plan." School District staff should not continue to refer citizens to the City of Lynwood offices.

11) Pursuant to the Lynwood Municipal Code, the School District should apply for the following:

General Plan Amendment
Conditional Use Permit
Environmental Assessment

The zoning applications would be subject to review and approval by the Planning Commission and City Council at a minimum of two (2) public hearings.

12) The project may have potentially significant impacts that create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Construction of two story buildings, installing new impervious surfaces and additional parking areas would require more lighting. An appropriate mitigation measure would be a detailed lighting plan identifying light locations and intensity and directing light sources away from neighboring properties.

13) The project may have potentially significant impacts that create objectionable odors affecting a substantial number of people. Construction of the high school is expected to take two (2) years according to School District staff and their consultants. Emissions from construction equipment and dust would have a detrimental effect on properties in the vicinity unless a program to reduce air emissions is created, implemented and monitored.

14) The project may 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. An appropriate mitigation measure would be a soil report that specifically identifies soil type and compaction statistics.

15) The project may substantially alter the existing drainage patter of the site or area, or substantially increase the rate or amount or surface runoff in a manner that would result in flooding on- or off-site. Construction of buildings and installation of impervious surfaces will alter and drainage patterns and possible increase water flows. An appropriate mitigation measure would be detailed grading and drainage plans that identify additional impervious surfaces and runoff quantities entering City catch basins and storm drains.

16) The project may substantially degrade water quality. Construction activities and use of a high school would increase contaminants entering storm drains. An appropriate mitigation measure would be submittal of a Standard Urban Stormwater Mitigation Plan that is now mandated by the State Regional Water Quality Control Board. Such plan would identify Best Management Practices to reduce silt and pollutants from entering storm drains.

17) The project may result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. A school is a more intensive land use than a park thereby generating additional noise. An appropriate mitigation measure would be a noise survey or acoustical study that identifies noise effects in the short-term during construction and potential noise levels in the long term.

18) The project may substantially increase traffic hazards due to a design feature or incompatible use. An appropriate mitigation measure would be a detailed traffic analysis report from a licensed traffic engineer. The analysis should focus on the intersections of Martin Luther King Jr. Boulevard and Wright Road as well as residential intersections.

19) The project may result in inadequate emergency access. An appropriate mitigation measure would be to identify emergency access route or routes into all areas of the proposed high school grounds.

20) The proposed Lynwood Unified School District Facilities Master Plan will affect Lynwood on a citywide basis. An appropriate mitigation measure would be for the School District to perform a Master EIR to assess potentially significant impacts and cumulative impacts of all proposed new schools, school expansions and school renovations may create. Maybe the Ham Park EIR could be used as a focused EIR or "tier" EIR for future projects.

21) What would be the effect of Ham Park becoming a school pertaining to the deed restriction with Los Angeles County. The Ham Park deed states the park shall always remain a park? The Los Angeles County Attorney should prove a written determination to the City Attorney.

Parks & Recreation Department

22) If Ham Park is turned into a school site without replacing the park and community center properties with equal facilities, more than 30% of the City's recreational activities will likely be lost. This is due to the fact that the City of Lynwood has a very limited inventory of park acreage, sports fields and community centers. With the loss of this park and community center there would likely be no place to relocate the activities currently conducted at this site.

23) Potential loss of the historical Ham House.

24) NRPA Park Acreage Recommendation – The National Recreation and Park Association is a national organization made up of Educators and Professionals in the field. This organization is a leading participant in the effort to set standards and guidelines for the field of Park and Recreation.

    1. NRPA recommends 10 acres per 1,000 residents. So, for a city the size of the City of Lynwood there should be 700 acres of park facilities/Open Space land.

2. The City of Lynwood has approximately 40 acres and 70,000 residents (Census 2000).
    A. Lynwood Park = 24 acres
    B. Ham Park = 14 acres
    C. Los Amigos = 2 acres
3. The City of Lynwood is short 660 acres, so according to NRPA the City of Lynwood only has, approximately 6% of the 700 acres it is recommended that we should have, the present time.
4. With the elimination of Ham Park, the City would then drop from 6% to a bit over 3% of the recommended space.

25) If the new school is built at the Ham Park site, there will be no open playgrounds for the general public in areas that would be occupied by students due to security reasons. With this in mind, citizens who live in the area of Ham Park would have to travel to Lynwood City Park or to Los Amigos Community Park for space or services that would have been readily available in their own neighborhood. This would become more critically acute during the school hours of 7:30 a.m. to 3:00 p.m.

26) Will property be bought elsewhere to replace the existing park?

27) Where will Ham Park be relocated?

28) Summer Day Camp that operates Monday through Friday 7:00 a.m. to 6:00 p.m. from mid June through early September has a very large number of participants and is traditionally located at both the Youth Center as well as the community center located in Ham Park. The Lynwood Youth Center cannot adequately house the entire Summer Day Camp Program as well as its other various programs. Where will the youth be housed if Ham Park Community Center is not available?

Public Works Department

29) Traffic Circulation/Traffic Congestion:

The proposed project may result in traffic circulation and congestion problems on Martin Luther King Jr. Boulevard and Wright Road where the main entrances to the school are most likely located. This is due to the fact that MLK is one of the City's major arterial and that carries high volume of traffic onto the southbound 710 Freeway during peak; hours, and that the roadway width of Wright Road is only 38 feet, which on accommodates one parking lane and one driving lane in each direction. Street widening may be necessary.

30) Close proximity to the 710 Freeway and Industrial Area:

The proposed school boundaries are only 700 feet from the on-ramp to the 710 Freeway and is also immediately adjacent to the industrial area on Wright Road. Since MLK Boulevard and Wright Road, north of MLK Boulevard, are truck routes, this situation would expose school students to a lot of truck traffic.

31) Parking on adjacent local streets:

Since the proposed school is a high school, it is anticipated that a number of students will drive to school. This will most likely cause spilled parking onto adjacent local streets.

32) Flood Area:

The northwest portion of Ham Park is located in the 100-year flood zone. If the proposed school structures are located in the flood zone, they have to comply with the City's Flood Ordinance.

33) Traffic Signal Installation:

Because of the close proximity to the Will Rogers School on Duncan Avenue, the proposed school will likely aggravate the school traffic on MLK Boulevard and Duncan Avenue to the point that signalization is necessary at the intersection of Duncan Avenue and MLK Boulevard.

34) Impact on street pavement and utilities:

The increase of vehicular traffic will likely result in more maintenance and more frequent roadway improvement of adjacent streets. Also, the increased use of water and sewer may require upgrading of these utility facilities to meet demand.

35) Suggested Safest Routes to Schools Map:

The proposed school will cause modifications to the Suggested Safest Routes to Schools Map and construction of required improvements.

Los Angeles County Sheriff

36) The Initial Study indicates that construction of the proposed high school would have an insignificant impact to law enforcement services. This is an incorrect statement and that the impact to law enforcement services would be significant in the following ways:

- Parking demands would require increased enforcement based on parking demands at the other Lynwood Unified School sites.

- Traffic would be impacted for both vehicular and pedestrian. This area is in an industrial area and the Ham Park site is next to an on-ff ramp of a major freeway.

- Demands for law enforcement services would increase, based on the enormous demands placed on the currently deployed field patrol deputies and the single School Resource Deputy, who is already responsible for the current 14 schools in the Lynwood Unified School District.

- The local surrounding residential and commercial streets would be impacted by traffic. These streets were not originally designed, in circa 1921, to accommodate the current expanding population and vehicular demands. Limited available land makes the widening of these streets impossible.

Thank you for the opportunity to review the Initial Study. The City of Lynwood looks forward to reviewing the Draft Environmental Impact Report and participating in "scoping meetings."

If you have any questions or concerns, please feel free to call me at (310) 603-0220, Ext. 200.

Sincerely,

Ralph W. Davis III, City Manager
City of Lynwood

cc: Lynwood City Council
Lynwood Planning Commission
Andrea Hooper, City Clerk
Lorry Hempe, Assistant City Manager
Joseph Wang, Public Works Director

Louis Morales, Planning & Redevelopment Manager
Grant Taylor, Senior Planner
Jim Given, Park & Recreation Director
Jeremy March, Deputy City Attorney
Lieutenant Michael Herek, Los Angeles County Sheriff
Michael Wagner, Planning Consultant
Greg Norman, Norman & Norman Associates
Larry Lasnik, Wong & Suarez
Mark Horne, EIP Associates

Department of Toxic Substances Control

Edwin F. Lowry, Director
1011 N. Grandview Avenue
Glendale, California 91201

Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Gray Davis
Governor

Post-it® Fax Note 7671	Date 8-9-01	# of pages ▶ 2
To MARK HORNE	From Greg Norman	
Co./Dept. RE-SEND	Co.	
Phone #	Phone # 818 707 7038	
Fax # 3102688175	Fax #	

July 19, 2001

Mr. Berha Del Rivero
Lynwood Unified School District
11321 Bullis Road
Lynwood, CA 90262

RE: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE LYNWOOD HIGH SCHOOL/JOHN HAM PARK SITE, SCH No. 2001051139

Dear Mr. Del Rivero:

The Department of Toxic Substances Control (DTSC) has received the Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) for the above mentioned Project.

Based on the review of the document, the DTSC comments are as follows:

1) The Draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.

2) The Draft EIR needs to identify any known or potentially contaminated site within the proposed Project area. For all identified sites, the Draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.

3) The Draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.

4) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. If it is determined that contaminated soil exists, the Draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

'01 AUG 1 PM 4 30

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). Also, in the near future, DTSC will be administering the $85 million Urban Cleanup Loan Program (UCLP), which will provide low-interest loans to investigate and cleanup hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. The program is composed of two main components: low interest loans of up to $100,000 to conduct preliminary endangerment assessments of underutilized properties; and loans of up to $2.5 million for the cleanup or removal of hazardous materials also at underutilized urban properties. These loans are available to developers, businesses, schools, and local governments.

For additional information on the VCP or UCLP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further please contact Arman Moheban, Project Manager, at (818) 551-2834 or me at (818) 551-2877.

Sincerely,

Harlan R. Jeche

Harlan R. Jeche
Unit Chief
Southern California Cleanup Operations - Glendale Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

Printed on Recycled Paper

APPENDIX B
HISTORICAL RESOURCES IMPACT ASSESSMENT

Greenwood and Associates

HISTORICAL RESOURCES IMPACT ASSESSMENT

JOHN D. HAM MEMORIAL PARK SCHOOL DEVELOPMENT PROJECT
LYNWOOD, CALIFORNIA

Prepared for:

EIP Associates
12301 Wilshire Boulevard, Suite 430
Los Angeles, California 90025
(Contact: Mark Horne)

Prepared by:

Dana N. Slawson, M. Arch.

March 2001

725 JACON WAY
PACIFIC PALISADES
CALIFORNIA 90272
(310) 454-3091

Table of Contents

1.0 INTRODUCTION 1
1.1 Project Description 1
1.2 Report Objectives and Approach 1
1.3 Record Search Results 2

2.0 EXISTING CONDITIONS 2
2.1 Physical Setting 2
2.2 Regional Historical Setting 2
2.3 Project Specific History 6
2.4 Architectural Features 9

3.0 CRITERIA FOR HISTORIC EVALUATION 11
3.1 National Register of Historic Places 11
3.2 California Register Historical Resources 12

4.0 EVALUATION OF SIGNIFICANCE 13
4.1 National Register of Historic Places 14
4.2 California Register Historical Resources 15

5.0 THRESHOLDS OF SIGNIFICANCE IMPACTS 15

6.0 IMPACTS 16
6.1 Less-Than-Significant Impacts 16
6.2 Potentially Significant Impacts 17

7.0 MITIGATION MEASURES 19

8.0 REFERENCES CITED 21

FIGURES

Figure 1. Project Vicinity Map 3
Figure 2. Project Location Map 4
Figure 3. Project location shown on 1896 USGS map 8
Figure 4. Abbott Residence, east and north elevations 10
Figure 5. Abbott Residence, west and south elevations 10
Figure 6. John D. Ham Memorial Park, existing conditions 18
Figure 7. Conceptual design, John Ham High School 18

APPENDIX

Appendix A: Architectural Inventory Form

1.0 INTRODUCTION

Greenwood and Associates has conducted an Historical Resources Impact Assessment for a proposed school development project on the present location of John D. Ham Memorial Park in the City of Lynwood, California. This document assesses the environmental consequences of the project on historical resources, based on background research and field inspection. The information contained in this report is prepared as an addendum to an Initial Study/Mitigated Negative Declaration (IS/MND) pursuant to the California Environmental Quality Act (CEQA) and municipal enactments. The City of Lynwood (City), as Lead Agency under CEQA, has determined that potential project impacts can be mitigated to a less-than-significant level, and that an Environmental Impact Report is not required.

1.1 Project Description

The City of Lynwood and the Lynwood Unified School District (LUSD) have proposed construction of a new high school on a site currently occupied by John D. Ham Memorial Park and 27 adjacent single-family homes, near the City of Lynwood's eastern limits. The park includes within its boundaries the Haymer T. Abbott Residence, located at 11555 Wright Road. The structure is believed to be one of the oldest residences in Lynwood, and the City has expressed its intention to preserve it. The preliminary site concept developed by LPA Architects would relocate the structure to the general vicinity of Walnut and Louise Avenues, at the northern edge of the reconfigured open space. Land around the relocation site is proposed for use as playing fields for students during school hours and, would remain available as park space during non-school hours. The relocation site is approximately 600 feet from the house's current location.

1.2 Report Objectives and Approach

The objectives of the present study include:

- Documentation of the history of the project site within the regional context, a site-specific history, and the construction history of the existing buildings;
- An evaluation of the historical and architectural significance of the Abbott Residence, Ham Memorial Park, adjacent residences scheduled for project related demolition, and other cultural resources that may be affected by the school project;
- Presentation of project-specific mitigation measures and recommendations.

Investigations, which included on site inspection of the buildings, park, and surrounding environment, color photography, archival research, informant interviews, and a review of local, state, and national listings of historic sites, were conducted by Dana N. Slawson, M. Arch., in February 2001. Reference materials and information were gathered from the Lynwood Library, the Los Angeles Central Public Library, the California State University, Fullerton, South Central Coastal Archaeological Information Center, and also from the Young Research Library at UCLA. Records of the County Assessor and other sources were also consulted.

1.3 Record Search Results

A records search was conducted by Greenwood and Associates at the South Central Coastal Archaeological Information Center, located at California State University, Fullerton. It revealed that a total of six cultural resource studies have previously been conducted within a 0.5-mile radius of the study area. No archaeological sites, either prehistoric or historic, were documented by the earlier investigations within that radius. The current project area was not included within any of the previous cultural resource studies, and the Abbott residence has never been recorded in a systematic survey or individually assessed.

There are no National Register listed properties recorded within 0.5-mile of the project area, nor were any California Historical Landmarks, California Points of Historical Interest, or locally designated historic landmarks identified by the records search.

Exposed areas of ground surface were inspected during field investigations at the site. No historical or prehistoric cultural material was observed.

2.0 EXISTING CONDITIONS

2.1 Physical Setting

John D. Ham Memorial Park and the adjacent neighborhood that comprise the project area are located in the eastern reaches of the City of Lynwood, in central Los Angeles County (Figure 1). Situated northwest of the 710 (Long Beach) Freeway/105 (Glen Anderson) Freeway interchange and two blocks (0.20 mi) west of the Los Angeles River, the area is depicted on the USGS 7.5 Minute series South Gate topographic map (Figure 2). Ham Memorial Park is a 10.2-acre City owned property bounded on the north by Martin Luther King, Jr. Boulevard, and by Wright Road on the east side. Bounding the park on the south is Cortland Avenue, and residential properties fronting on Louise Avenue form the western park boundary. The park exists in a fully urbanized environment of mixed single-family residential and light industrial development. Houses on the east side of Louise Avenue between Cortland and Walnut Avenues are included in the project area, as are residences along the north side of Walnut and the south side of Martin Luther King, Jr. Boulevard, between the park and Duncan Avenue. Residential development in the neighborhood typically dates to the 1930s through 1950s. Light industrial development in the park area is concentrated along the east side of Wright Road, and dates to the 1940s through the 1980s.

2.2 Regional Historical Setting

The history of the project area and environs was researched to determine general themes of land use and development which would provide a frame of reference for identifying and evaluating historic properties, establishing their relative significance, and applying the criteria for listing in the state and federal registers.

The project area is situated within the historic boundaries of Rancho San Antonio. One of the earliest concessions granted by the Spanish crown, the 29,513-acre rancho was bestowed upon

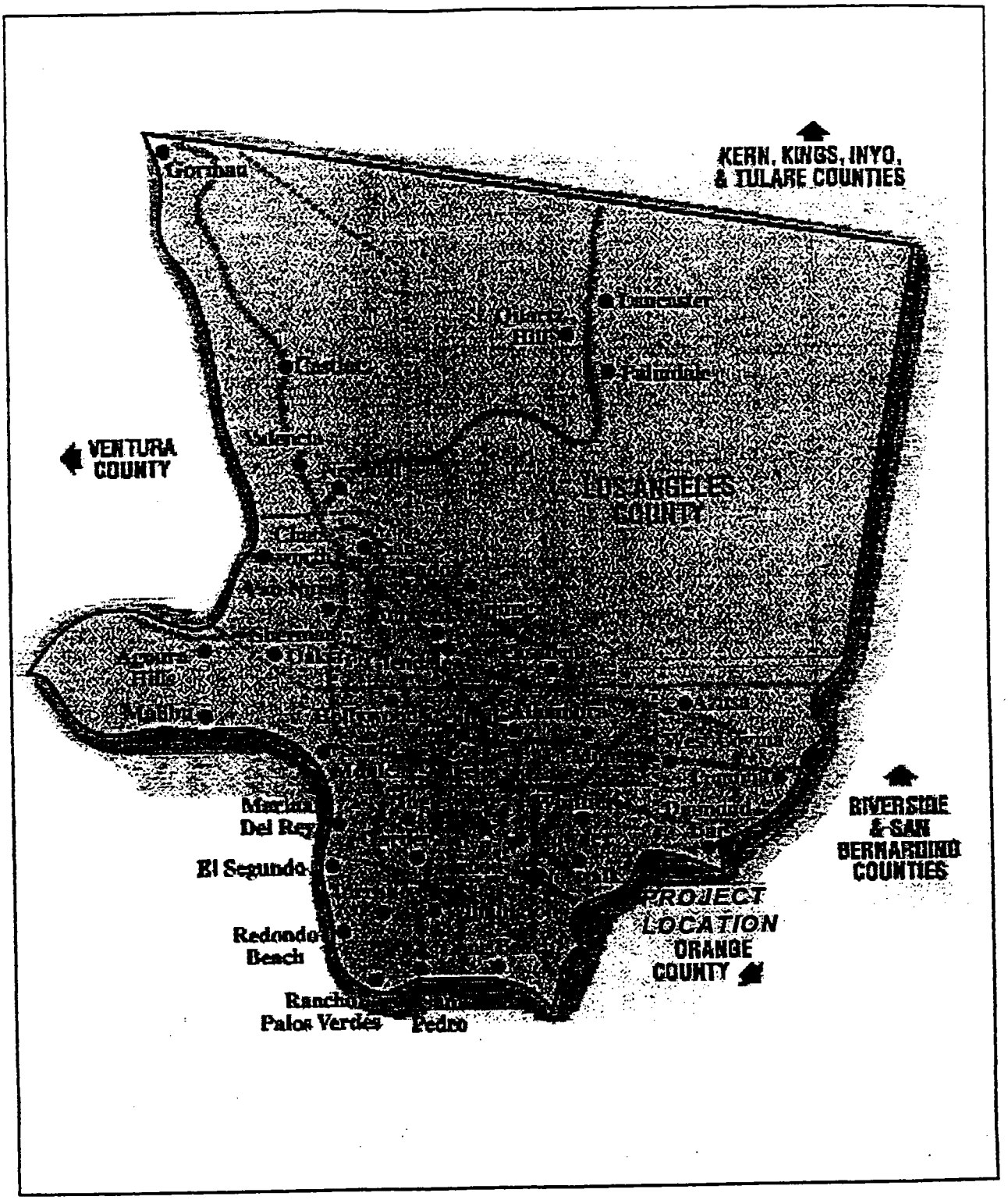
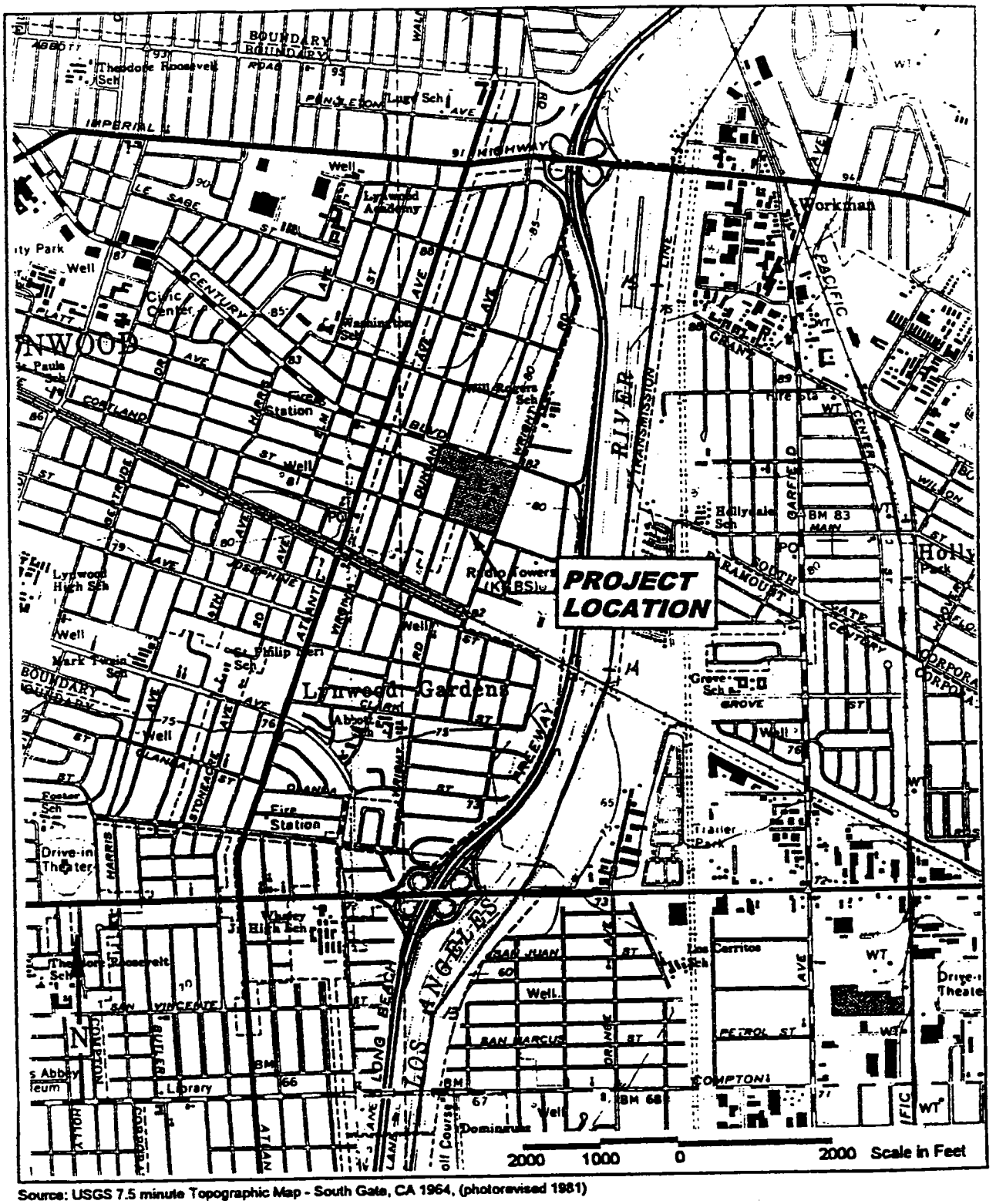


Figure 1. Project Vicinity Map.



Source: USGS 7.5 minute Topographic Map - South Gate, CA 1964, (photorevised 1981)

Figure 2. Project Location Map.

Antonio Maria Lugo in 1810. Lugo, the son of a soldier and early explorer of the region, served as *alcalde* (mayor) of the Pueblo de Los Angeles from 1816 to 1819. His Rancho San Antonio adjoined the pueblo on the southeast and extended southward as far as present day Compton, encompassed much of what is now south Los Angeles, Vernon, Huntington Park, South Gate, and Lynwood. Don Antonio Lugo grazed cattle on the rancho, prospering in the trade in hides and tallow, and later amassed a fortune selling cattle to feed the hordes of new American arrivals during the Gold Rush (Cleland 1941:19; Cowan 1977:14).

The character of the project area changed little with the transition from Mexican to American rule. Cattle ranching continued to be the primary economic pursuit on the flat and dusty plains south of Los Angeles through the 1860s, and the primary feature on the landscape in the vicinity of the project area remained the rutted dirt road connecting the city to the port of San Pedro Bay to the south.

With the American takeover of California in 1848, the ensuing Gold Rush, and ultimate statehood in 1850, the pace of settlement in the region expanded rapidly, as did commerce. By the early 1860s, local businessmen, led by freight company operator Phineas Banning, were pushing for construction of a railroad to speed freight and passengers between the port and the growing city. Completed in 1869, the Los Angeles and San Pedro Railroad was the first rail line in southern California. Its tracks extended from San Pedro's wharves to Los Angeles, following the path of the old San Pedro Road (Alameda Street), along the western boundary of the future Lynwood.

After Antonio Lugo's death in 1860, Rancho San Antonio was divided among his eight children. The area encompassing the present City of Lynwood was inherited by Guadalupe Lugo, who was soon forced to sell the land to settle tax debts. The property changed ownership several times during the 1870s, and by the early 1880s much of present day Lynwood was in the hands of prominent Los Angeles banker and developer, Jonathan Slauson. Slauson's holdings were acquired in 1885 by Charles H. Sessions and business partners Amelia and Harvey Bigelow, whom Sessions bought out in 1891.

The railroad brought change to the open country south of Los Angeles as the former ranch lands were steadily divided into farm lots and new settlements began to dot the landscape. The vicinity of the current project area remained open farm land with only scattered residences until around the turn of the twentieth century. Dairying was a primary pursuit, and area farmers also grew abundant crops of hay and alfalfa. Later, sugar beets were a major crop. The area suffered chronic lack of water for irrigation, in spite of the nearby presence of the Los Angeles River. The river's flow, by the time it reached the southern reaches of Los Angeles, was adequate to water only those properties nearest it, which were also subject to periodic flooding (Dissard et al. 1995:8).

The first families to settle the Lynwood area arrived in the late 1870s and early 1880s. By 1890, Charles Sessions had established a dairy at what is now Sanborn and Long Beach Boulevard, which he named "Lynwood Dairy and Creamery" after his wife. The Southern Pacific Railway established the "Lynwood siding" near the dairy, and the name was eventually adopted by the community that grew there. Lynwood Station became a stop on the Pacific Electric's Santa Ana line, completed in 1905.

In 1913, Sessions and six other area businessmen formed the Lynwood Company, with plans to open up 800 acres for 'suburban' home sites. The major selling point for lot buyers was free water,

supplied by the Company operated system. Residential lots were sold for $500 to $800, and the promoters promised to turn over the entire debt-free water system to any city that might be formed (Willard 1971:48-55).

The onset of World War I brought the development of Lynwood to a standstill, and in 1918 the Lynwood Company closed its sales office. The Company's building served as the first city hall when voters approved incorporation on July 16,1921. Lynwood's population grew slowly during the 1920s and the Depression years of the1930s, picking up dramatically in the years immediately preceding World War II as port activity increased and major defense plants were established nearby. Many war workers built homes in Lynwood, and the City's expansion continued during the post-war housing boom. Today, Lynwood remains one of the fastest growing communities in southern California, with a population of over 70,000.

2.3 Project Specific History

In discussing the early settlement of the Lynwood area, Willard states, "The Abbott family was among the first settlers, and Haymer Abbott built a house in 1889 still standing today, on the corner of Wright Road and Century Boulevard, in Ham Memorial Park" (Willard 1971:25). A plaque placed on the Abbott Residence by a local chapter of the Daughters of the American Revolution in 1956 reads, "House built by T.H. Abbott on Old Lariat Rancho of the Spanish Nieto Grant"; however, no information was uncovered in the course of these investigations to support the contention that the house was moved to its present location. This structure stands, as far as is known, on its original site.

Neither a County nor a City of Lynwood original building permit exists for the Abbott residence. The 1889 date of construction presented by Willard would make it the oldest house in Lynwood, and architectural elements observed in the course of project fieldwork would appear to support this construction date. Records establish that the house was occupied by John Newton Abbott in 1907. John Abbott and his wife, Jane Palmer Abbott, for whom the Jane P. Abbott Elementary School in Lynwood was named, later moved to nearby Compton. Jane Abbott was active as a member of the Compton City Schools Board of Education and President of the Parent Teachers Association, and also managed a local dairy. Abbott Road on the northern side of Lynwood was named after the family (Anon. n.d.:1).

The eastern reaches of the City of Lynwood, including the current project area, were not part of original City incorporation, and most of the section east of Atlantic Avenue remained under the County's aegis until annexation by the City in the 1950s. Prone to flooding because of its proximity to the Los Angeles River, this bottomland supported dairy herds and small farms into the post-World War II era.

A USGS topographic map surveyed in 1893-1894 depicts the emerging community of Lynwood centered on the intersection of Lynwood Road and the San Pedro Branch of the Southern Pacific Railroad, well west of the project area (Figure 3). Wright Road had been laid out by that date, as had a road on the current alignment of Martin Luther King, Jr. Boulevard. Among the widely

scattered buildings indicated on the map is a structure believed to be the Abbott residence, near the intersection of these two roads. A small north-south flowing tributary of the Los Angeles River is shown a short distance west of the building.

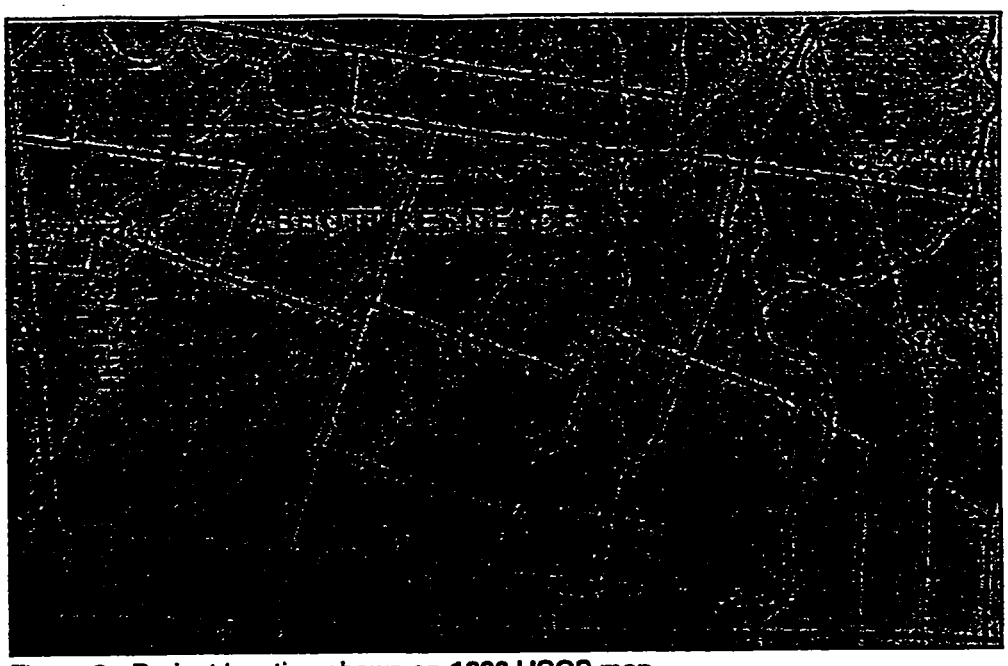


Figure 3. Project location shown on 1896 USGS map.

By the time of the 1936 USGS map, the City of Lynwood had been largely developed, although the current project area remained unincorporated County land, several blocks east of the City boundary. Substantial efforts to control the flow of Los Angeles River were taken following a devastating flood in 1914, and the now regular, leveed riverbanks are much closer to the subject property, although virtually no development had occurred between the Wright Road and the river. Near the corner of Wright Road and what was by then Century Boulevard, two buildings are depicted. The building nearer the intersection is presumably the Abbott residence, and one slightly south is believed to be a barn known to have stood on the property. Immediately west of the two structures a large north-south trending depression is indicated, probably the remains of the former drainage. The eastward advance of the Lynwood city street grid stops at the depression, which would have occupied the western half of the current park. No houses are depicted along these adjacent streets, corresponding with the findings of research into the history of this neighborhood, which indicates that the earliest houses were built ca. 1939.

The linear depression on the west side of the current Ham Memorial Park property is also depicted on the 1949 USGS map of the area, and a substantial amount of filling must have been required to establish the park in its present form and residential areas to the south as well as the two buildings at the southwest corner of the Wright Road/Century Boulevard intersection. Limited industrial development, which commenced around the time of World War II, is indicated between Wright Road and the river, east of the project area.

There were attempts to annex the sparsely populated land east of Atlantic Boulevard and extending to river in 1946, but the plan was vigorously opposed by county officials and residents of the area,

who believed that annexation would bring higher taxes and diminishment of their property rights. To enhance their position, county supervisors authorized the purchase of a parcel of land at the corner of Wright Road and Century Boulevard, where they proposed development of a park for local county residents. Years passed, the surrounding area became increasingly urbanized, but the parcel remained undeveloped. Finally, in June 1953, the county deeded the property to the City of Lynwood with the proviso that it should be made into a park. The surrounding area was annexed soon thereafter (Willard 1971:114).

First established as Lugo Park, the park property remained largely unimproved for more than a decade following its transfer from the county. In June 1963, a development plan for the park was presented and ultimately adopted. The improved park was renamed in honor of John D. Ham, a Lynwood businessman and former councilman and mayor, and dedicated in 1967 (Willard 1971:280; Hooper 2001, pers. comm.).

In the fall of 1954, a local women's group joined with Lynwood school students to form the Lynwood Allied Art Association. Its organizers first investigated a barn on the park property for Association use, but when it proved too dilapidated, their attention focused upon the former Abbott residence. The Art Association successfully petitioned for use of the house and, with City backing, repairs were made to make it habitable. The Association was responsible for installing steel casement windows, repairing floors, installing a bathroom and plumbing, and painting and decorating the house. In 1957, the lower floor was altered by removing a partition to combine two small rooms into a large one for art classes. Service clubs donated shrubs and money, and an old fashioned "Garden Bee" was held to finance beautification of the property. A silver tea in March 1956 marked the house's opening and a historical plaque provided by the local Daughters on the American Revolution chapter was unveiled (Willard 1971:197; Anon. n.d.:1).

Lynwood Arts Association projects raised money through the years to maintain and update the Abbott residence. The house was threatened with demolition in 1966, when the City determined that it was in need of $10,000 in repairs to bring it up to code. Members of the Arts Assn. objected strenuously, and prevailed upon the City Council to make the repairs, with their assistance. Through the sale of donated paintings the necessary funds were raised. To save the building, it was necessary to seal off the upper story and cover its windows; this area has remained unused since that time. In May 1967, the newly renovated house was rededicated. The Abbott residence was used by the Lynwood Arts Association for studio space through the 1970s. It has been vacant for much of the last 20 years (Anon. n.d.:1; Willard 1971:195-199).

2.4 Architectural Features

The Haymer T. Abbott Residence

The Abbot house is an example of the American Four-Square residential form, reported to have been built in 1889 (Figure 4). It is a two and one-half story wood frame structure, nearly square in plan, with a full width front porch and a single story rear wing. The wing may represent an enclosed porch and it currently contains a bathroom (Figure 5). Resting on a cast-in-place concrete foundation, the house is clad with horizontal shiplap wood siding and sheltered by a hipped roof with slopes that flare at the eaves. Oriented toward Wright Road to the east, the

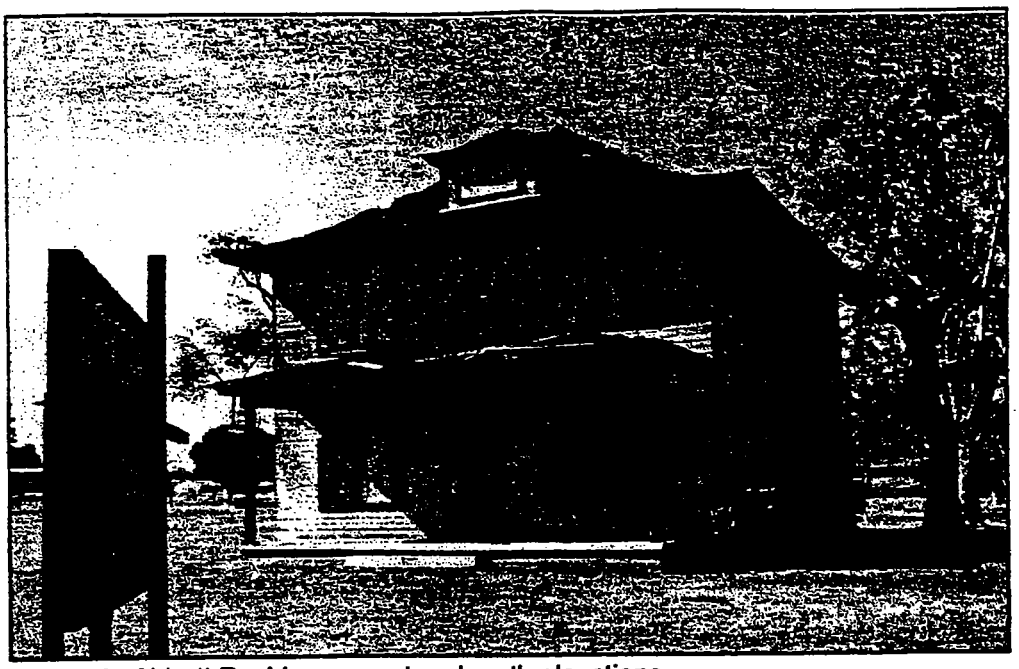


Figure 4. Abbott Residence, east and north elevations.

symmetrical three-bay principal facade features a central entrance flanked by oversized windows. The paired upper story windows are aligned with those of the lower story, and a hipped dormer is centered in the roof slope vertically aligned with the front entrance. Throughout the house, windows and doors are enframed with wide unembellished board trim, and all windows have been covered with plywood. Behind some of the enclosures aluminum framed replacement windows may be discerned. The front entrance currently has a slab-type door.

Fenestration in the north elevation of the Abbott residence is restricted to a two story bay window at the west end of the wall. Windows in the south elevation are similarly positioned only at the west end of the wall, with the exception of a single window at mid-wall that corresponds with an interior stairway. There is a single original window in the upper story of the rear elevation. The hipped roof rear wing is finished with stucco and has modern aluminum framed windows and a slab-type door. The front porch has a wood shingle-clad roof and a modern concrete deck. One of the four square posts that support the porch roof is currently missing. The pyramidal principal roof displays broad overhanging eaves and is also clad with very deteriorated wooden shingles. The undersides of the boxed eaves are embellished with scrolled false-rafters.

Figure 5. Abbott Residence, west and south elevations.

Alterations to the Abbott residence include a rear addition, replacement of windows and doors, and replacement of the original porch deck with one of concrete. The house also suffers the effects of deferred maintenance, such as deteriorated siding, roof shingles and roof framing.

Additional Residential Structures

In addition to the Abbott residence, the proposed project would result in demolition of 27 residential structures located to the west of Ham Memorial Park. County Assessor's records and historic maps indicate that residential development along Martin Luther King, Jr. Boulevard (formerly Century Boulevard), and Louise, Walnut, and Cortland Avenues in the vicinity of Ham Memorial Park commenced in the 1930s and continued through the 1950s. The houses are typically single-story builder vernacular forms, some of which display Craftsman and Ranch-style elements. The general level of architectural/stylistic integrity of the residences within the project area is low, and in most cases extensive alteration has occurred, including inappropriate re-stuccoing/re-siding, replacement of original windows, and room additions.

As with the residences adjacent to the proposed project, the industrial buildings located to the east of Wright Road represent development over the past 60 years. The oldest structures date to the World War II era and other were erected as recently as the 1970s.

3.0 CRITERIA FOR HISTORIC EVALUATION

Historical significance may be determined at the national, state, or local levels. In order for a building to qualify for listing in the National Register, the California Register, or as a locally significant property, it must meet one or more of the identified criteria and retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated. Criteria to qualify for these listings, as well as factors which affect the property's potential to meet these criteria, are discussed below.

3.1 National Register of Historic Places

The National Register of Historic Places (National Register) is the official list of properties recognized for their significance and deemed worthy of preservation. The National Register Criteria for Evaluation offer "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (NPS 1998). As established by the National Historic Preservation Act of 1966, to be listed in the National Register, or "determined eligible" for listing, properties must meet certain criteria for historic significance. Qualities of significance may be found in aspects of American history, architecture (interpreted in the broadest sense to include landscape architecture and planning), archaeology, engineering, and culture. A property is eligible for the National Register if it is significant under one or more of the following criteria:

A. It is associated with events that have made a significant contribution to the broad patterns of our history; or

B. It is associated with the lives of persons significant in our past; or

C. It embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

D. It has yielded, or may be likely to yield, information important in prehistory or history.

To be eligible, qualities of integrity must also be evident in the resource, measured by the degree to which it retains its historic location, design, setting, materials, workmanship, feeling, and association. In general, the resource must be 50 years of age to be considered for the National Register, but there are exceptions and overriding considerations to the criteria.

Listing in the National Register does not in and of itself provide protection of an historic resource. The primary effect of National Register listing for the owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that receive federal funding, the Section 106 process must be completed. State and local laws and regulations may apply to properties listed in, or eligible for, the National Register. For example, demolition or inappropriate alteration of a National Register eligible structure may be subject to CEQA.

The criteria for eligibility to the National Register of Historic Places have been employed as a model for the California Register of Historical Resources (California Register), as well as many local preservation ordinances, and provide the highest standard for evaluating the significance of historical resources. *While a resource may still be considered historically significant at a local or state level if it does not meet the National Register criteria, one that does is clearly significant.*

3.2 California Register of Historical Resources

In 1992, the California legislature established the California Register of Historical Resources . The California Register is used as a guide by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. The California Register, as instituted by the California Public Resources Code (PRC), automatically includes all California properties already listed in the National Register and those formally determined to be eligible (Categories 1 and 2 in the State Inventory of Historical Resources), as well as specific listings of State Historical Landmarks and State Points of Historical Interest. The California Register may also include various other types of historical resources which meet the criteria for eligibility, including:

- Individual historic resources.
- Resources that contribute to an historic district.

- Resources identified as significant in historic resource surveys.
- Resources with a significance rating of Category 3 through Category 5 in the State Inventory (Categories 3 and 4 refer to potential eligibility to the National Register; Category 5 indicates a property with local significance).

A property must meet at least one of the following criteria to be eligible for inclusion in the California Register:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. It is associated with the lives of persons important in our past;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. It has yielded, or may be likely to yield, information important in prehistory or history.

City of Lynwood Historic Designations

The City of Lynwood General Plan does not currently include provisions for City designation of historical properties.

4.0 EVALUATION OF SIGNIFICANCE

Below is an evaluation of the Abbott residence in terms of the criteria for evaluation outlined above. The building's eligibility for the National Register of Historic Places and the California Register of Historical Resources is considered. In order to be considered an historical resource under CEQA, the property must be eligible for at least one of these designation programs.

4.1 National Register of Historic Places

Abbott Residence

The Abbott residence is associated with the early settlement of the Lynwood area in the post-rancho era, as the vast plains to the south of the City of Los Angeles were gradually divided into farm plots and small settlements arose along major routes and near the recently completed rail lines. The Abbott family were prominent farmers and educators for whom a road in Lynwood was named. The Abbott house is believed to be the oldest surviving residence in the City of Lynwood, and is among only a handful in this part of the county that relate to the area's early Angloamerican

settlement and agricultural origins. It provides a rare physical connection to this period in the community's history. For its association with patterns of early settlement in Lynwood, the Abbott residence appears eligible for addition to the National Register of Historic Places under Criterion A.

The Abbott residence also appears eligible for National Register listing under Criterion C, as embodying the distinctive characteristics of its type and period. The house is a fine late-Victorian example of the American Four-square residential form. The simple four-square house gained popularity among American builders during the mid-nineteenth century, and houses employing this general form continued to be built through the first decades of the twentieth century. Stylistic features applied to the basic house type varied over time as tastes changed. Today, very few examples of this vernacular house form, particularly from the nineteenth century, survive in the region. The Abbott residence embodies the typical characteristics of its type and period of construction, and continues to evoke a sense of rural life in the early years of the area's history. The house exhibits a simplicity of form and ornament to be expected in the abodes of rural agriculturalists living well removed from the high styles and ostentation of the city.

Integrity

Although the integrity of the historical setting of the Abbott residence has been compromised by the modern development of the surrounding neighborhood and park, and modifications and deferred maintenance have affected the integrity of the building itself, overall the building continues to convey its historic character. It remains recognizable as perhaps the oldest residence in the City of Lynwood. While windows and doors have been replaced, the original placements and trim have been retained, and using existing materials and historic photos, the original condition could be replicated. The residence is an excellent representative example of the American Four-Square form of Victorian vernacular architecture.

John D. Ham Memorial Park

Ham Memorial Park was established on land transferred to the City of Lynwood by Los Angeles County in 1953. The existing park improvements, such as the recreation building, baseball field, playground, ball courts, and much of the landscaping, were not completed until the mid-1960s. As such, the park does not meet the 50 year age requirement necessary to be considered historically significant.

Ham Memorial Park Neighborhood

The houses adjoining Ham Memorial Park and scheduled for project related removal were constructed beginning in the late 1930s and continuing into the 1960s. Development of the neighborhood is not associated with any particular trend, era, event or series of events, or historical pattern, but rather, represents piece-meal development over the course of several decades. Built for middle and working class families, the residences were constructed in styles typical of southern California and representative of their era. None of the houses displays any unique or outstanding architectural features, and research failed to identify any important historical associations for the neighborhood, or for any individual residences, which would override their lack of architectural merit and integrity.

The residential structures that would remain immediately beyond the limits of proposed school development, along Cortland, Louise, Walnut and Duncan Avenues, and Martin Luther King Boulevard, share a common history of development with those properties slated for demolition. Similarly, they do not display those qualities of architectural design, and/or historical association, necessary to be considered significant historical resources. The industrial buildings adjacent to the park property, on the east side of Wright Road, were also developed over several decades, and either lack sufficient age to be considered historic, or have lost integrity through modifications. The Ham Memorial Park neighborhood is not considered historically significant, nor is it significant from the perspective of its architecture and/or urban design.

4.2 California Register of Historical Resources

The California Register criteria mirror those of the National Register, and all historical resources eligible for listing in the National Register are automatically included in the California Register. Therefore, if the Abbott residence becomes listed in, or officially determined eligible for, the National Register as discussed above, then it would automatically be listed in the California Register, the reasons being those described in the previous section for the National Register. Since the house appears eligible for the National Register, it likewise appears eligible for the California Register.

5.0 THRESHOLDS OF SIGNIFICANT IMPACTS

For the purposes of this analysis, significant impacts to historical, cultural, or archaeological resources are defined as project impacts that would:

- Demolish or materially alter in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources (CEQA Guidelines, Section 15064.5[b][2][A]);

- Demolish or materially alter in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to local ordinance or resolution (PRC Section 5020.1[k]), or its identification in an historical resources survey meeting the requirements of PRC Section 5024.1(g) (CEQA Guidelines Section 15064.5[b][2][C]); or

- Demolish or materially alter in an adverse manner those physical characteristics of a resource that convey its historical significance and that justify its eligibility for inclusion on the California Register as determined by a lead agency.

6.0 IMPACTS

These investigations have identified the Haymer T. Abbott Residence as an important and unique resource associated with one of Lynwood's pioneering families and reported to be the City's earliest existing residence. The structure is also considered architecturally significant, and it is the conclusion of this evaluation that the Abbott Residence constitutes an historical resource with National Register significance. The school development currently proposed for the Ham Memorial Park site would occupy a substantial portion of the park property, including the area where the Abbott residence presently exists. As currently designed, the project would necessitate the relocation of the Abbott Residence, thereby establishing a potential for significant impacts to the historic property. The various impacts are outlined below. All potential impacts to the historic property are considered to be significant impacts. The corresponding mitigation measures are identified in the following section.

6.1 Less-Than-Significant Impacts

John D. Ham Memorial Park

John D. Ham Memorial Park was developed in the mid-1960s on land set aside for park use by the County of Los Angeles and later transferred to the City of Lynwood. Trees and other vegetation within the park are reported to correspond with a 1950s beautification project around the Abbott residence and the 1960s development of the park property. No plantings relating to the historic use of the site are known to survive. Development of Ham Memorial Park is believed to have significantly modified the historic landscape, through filling and grading of a substantial depression that occupied roughly half of the property, construction of athletic fields, ball courts, playground, recreation building, parking lots, and modern landscaping, and the integrity of the historical environment has been lost. The park property does not meet the 50 year age requirement for recognition as an historical resource, nor does it display the qualities of design necessary for a determination of overriding consideration. It does not appear eligible for federal or state recognition and is not regarded as contributing element of the historic Abbott residence. Therefore, development of John D. Ham Memorial Park to school use would be a less than significant impact to historical resources and no measures to mitigate its loss are necessary.

John D. Ham Memorial Park Neighborhood

The John Ham High School development project, as currently proposed, would result in the demolition of 27 residential structures adjacent to Ham Memorial Park along Cortland, Louise and Walnut Avenues, and Martin Luther King, Jr. Boulevard. The identified residences range in their dates of construction from the 1930s through the 1960s and display a variety of mid-century stylistic attributes. Most of the houses have experienced substantial modification. The residences surrounding those proposed for demolition to the west, north, and south are of comparable age and integrity, as are the light industrial buildings that stand to the east of Ham Memorial Park. Because of their relatively recent construction, and/or compromised design integrity and lack of important historical associations, impacts from project related demolition of the 27 residences are regarded as a less-than-significant impacts to historical resources. Additionally, secondary (visual, setting) impacts to the remaining first tier of buildings are also considered less than significant.

6.2 Potentially Significant Impacts

6.2-1 Relocation of the Haymer T. Abbott Residence

Current project designs call for the relocation of the Abbott Residence to a site roughly 600 ft southwest of its present placement (Figures 6 and 7). In its new location, the structure would front on Louise Avenue, at the western edge of the school property, adjacent to athletic fields and separated from school buildings by a tree row.

The Abbot Residence has been evaluated as significant for its architecture, and for its association with the early settlement of Lynwood. Although the integrity of the historical setting of the house has been compromised through removal of associated buildings and vegetation, and other changes brought about by the development of Ham Memorial Park and the surrounding neighborhood, the physical integrity of the Abbott Residence itself remains good. The loss of historic setting is not viewed as sufficient to override the fundamental significance of the resource, and relocation of the Abbott Residence to a nearby and comparable setting will not in and of itself result in a significant impact to the property. However, relocation of the structure without mitigation does have the potential to result in additional loss of physical integrity in the form of move-related damage and/or inappropriate alterations. Potential significant impacts related to the relocation of the Abbott Residence may be mitigated through implementation of MM 7.0-1 through 7.0-4.

Should project plans be revised to include demolition of the house, or its relocation to an alternative site, or its alteration in an inappropriate manner, the impact would be considered significant and unavoidable under CEQA guidelines, and would require development and implementation of measures to mitigate adverse effects.

6.2-2 Loss of Archaeological Resources

Development of the proposed school on the current site of Ham Memorial Park and the Abbott Residence has the potential to result in impacts to as yet untested archaeological resources. The Abbott Residence was reportedly built in 1889 and, while possibly moved from an earlier location, is documented as having existed on its current site since 1907. There are also accounts of a barn located near the house, within the Ham Memorial Park property.

The presence, extent, and significance of subsurface archaeological deposits within the area proposed for school development is not known at this time. Given the age of the historic Abbot property, and its function as an active farmstead, there is a reasonable probability that wells, privies, trash deposits, structural foundation remains, or other features may be present below the surface. Additionally, research has indicated that several residential properties located within the project area to the west of Ham Memorial Park were developed prior to 1950. Buried deposits related to these properties must also be considered potentially significant. Impacts on any unanticipated archaeological discoveries during construction are potentially significant. Implementation of mitigation measures 7.0-5 and 7.0-6 will reduce impacts to archaeological resources to less than significant levels.

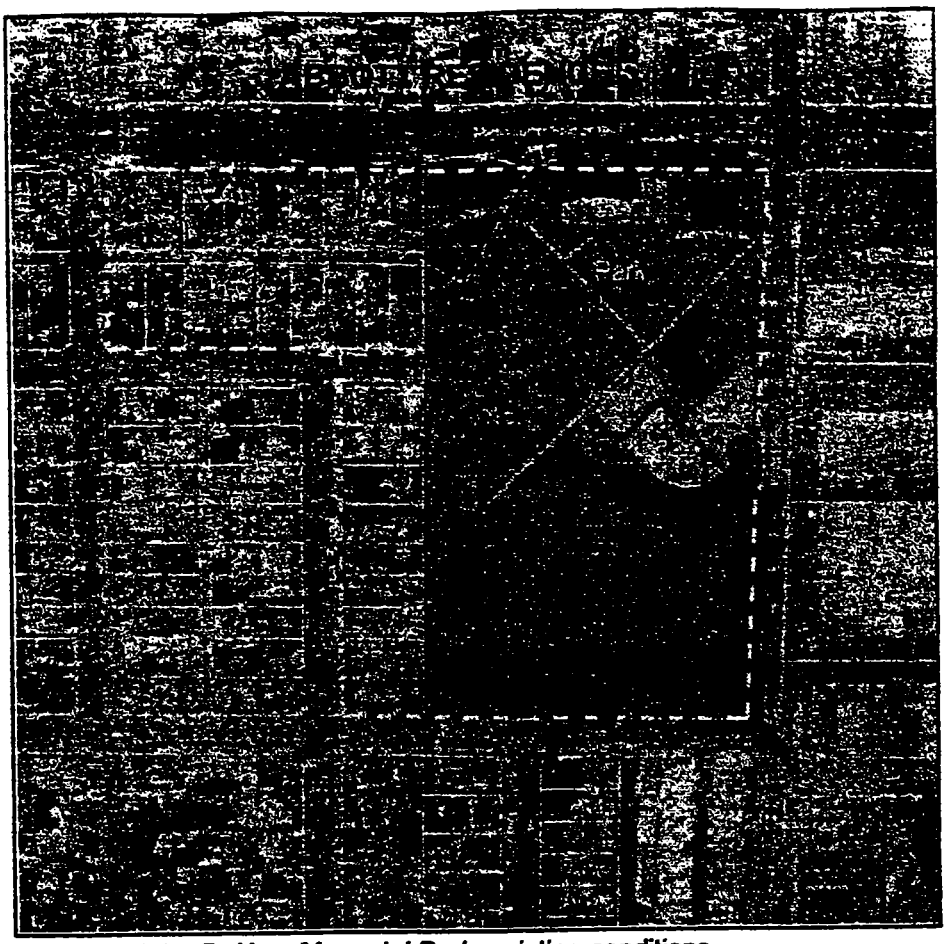


Figure 6. John D. Ham Memorial Park, existing conditions

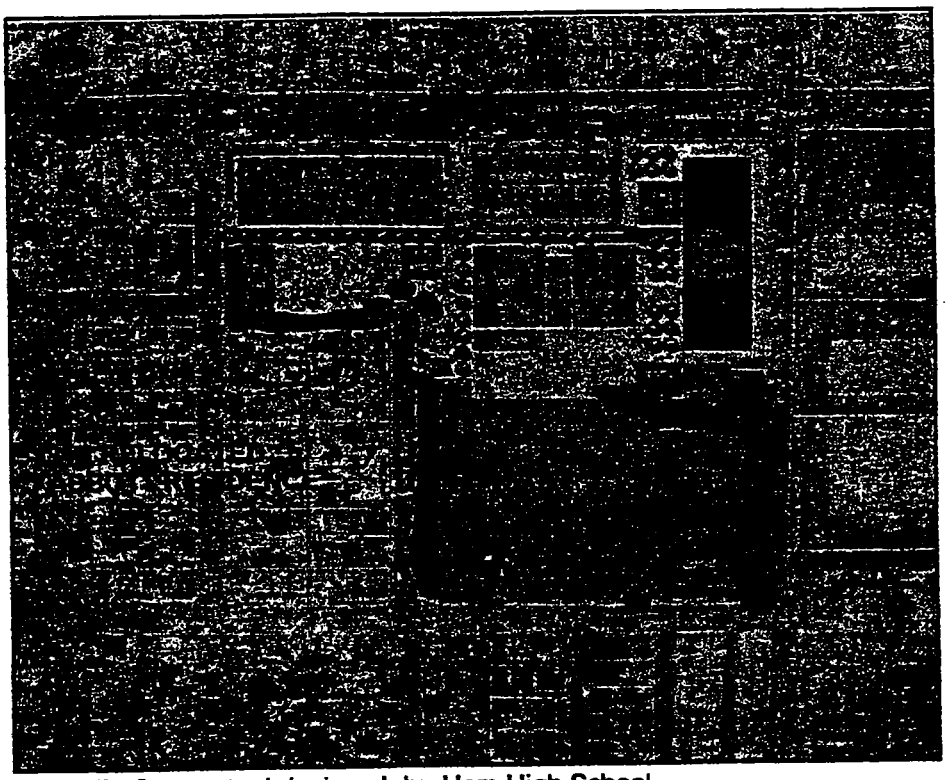


Figure 7. Conceptual design, John Ham High School.

7.0 MITIGATION MEASURES

Implementation of the following mitigation measures would serve to lessen adverse impacts associated with the proposed school development project to a less than significant level.

Mitigation Measure 7.0-1

Comprehensive documentation of the Abbott residence shall be prepared prior to the commencement of any relocation, alteration, grading, and or demolition. The record shall be consistent with Historic American Building Survey (HABS) level 2 standards and include description of the significance of the building and its physical conditions, both historic and current, through site plans, historic maps, photographs, written data, and text, and shall include:

1. Written text (HABS Narrative Format) documenting the architecture and historical significance of the property, including a discussion of its historical context and the construction history of the structure itself. Also included should be biographical information about the Abbott family and their role in local history.

2. Photographic documentation depicting all exterior elevations and interior character-defining features. Photographs should be large format, black and white, archival processed, taken by a professional photographer familiar with the recordation of historic buildings, and prepared in a format consistent with HABS standards for large format and field photography.

Mitigation Measure 7.0-2

Resulting HABS documentation shall be provided to the City of Lynwood Department of Planning who shall act as archivist, and other local venues such as public and school libraries shall be provided with copies of the HABS documentation for public use.

Mitigation Measure 7.0-3

A permanent, on-site interpretive display presenting the history of the property and possibly incorporating excerpts from the HABS documentation shall be created within an area of the project accessible to the public.

Mitigation Measure 7.0-4

Due care shall be exercised in relocating the Abbott Residence and impacts from the moving procedure will be mitigated through a policy of adherence to the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1990). Continued deterioration and alterations which have a potential to affect the structure's fabric and appearance

should also be mitigated through a policy of adherence to the Secretary *Standards*, as should any future work toward the rehabilitation and reuse of the Abbott Residence.

Mitigation Measure 7.0-5

The City shall arrange for a qualified professional archaeological monitor to be present during demolition, grading, trenching, tree removal, and other excavation on the project site in areas of reasonable integrity.

Mitigation Measure 7.0-6

If any significant archaeological deposits or features are encountered, and they cannot be avoided, impacts can be reduced to a less than significant level by scientific data recovery, analysis, and report.

Recommendations

It is recommended that the property be nominated to the National Register of Historic Places. This recognition would be advantageous for public interpretive and touristic purposes, and may also entitle the property owner to a number of funding, tax, and grant options for preservation.

8.0 REFERENCES CITED

Anon.

n.d. *Two Wood Framed Houses in the City of Lynwood.* Unpublished manuscript. Available in "Lynwood" file, Lynwood Public Library.

Burns, John A. (editor)

1989 *Recording Historic Structures: Historic American Buildings Survey/Historic American Engineering Record.* American Institute of Architects Press, Washington, D.C.

California, State of

1997 *Proposed Regulations for the California Register of Historical Resources and Notice of Modification to Text of Proposed Regulations.* California State Historical Resources Commission, Department of Parks and Recreation, Sacramento.

1999 *CEQA Guideline Summary: Historical Resource Sections.* State of California, Office of Historic Preservation, Sacramento.

California State Assembly

1992 *Assembly Bill No. 2881.* Chapter 1075. California State Assembly, Sacramento.

Cleland, Robert Glass

1941 *The Cattle on a Thousand Hills: Southern California, 1850-1880.* The Huntington Library, San Marino.

Cowan, Robert G.

1977 *Ranchos of California.* Historical Society of Southern California, Los Angeles.

Dissard, Marianne, Amy Kitchner, Spike Marlin, Renée Nahum, Paul Neuman, and Dolores Petullo

1995 *City of Vernon: A Collection of Oral Histories.* Prepared for the Oral History Program by the City of Vernon.

Lynwood, City of

2001 *Lynwood History.* Viewable on City of Lynwood website, http://www.lynwood.ca.us/history.html.

National Park Service

1998 *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.* National Park Service, Washington, D.C.

United States Department of the Interior

1990 *The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.* Heritage Conservation and Recreation Service, Washington, D. C.

1995 *The Secretary of the Interior's Standards for Treatment of Historic Properties.* Heritage Conservation and Recreation Service, Washington, D. C.

Willard, J. Jack

1971 *J. Jack Willard Recalls Lynwood, All American City.* El Cariso Publications, Elsinore.

Individuals Consulted

James Gibbon	City of Lynwood, Department of Recreation and Community Services, Superintendent
Andrea Hooper	City of Lynwood, City Clerk
Grant Taylor	City of Lynwood, Department of Community Development, Senior Planner

APPENDIX A

Architectural Inventory Form

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S
Other Listings _____
Review Code _____ Reviewer _____ Date / /

*Resource Name or #: Abbott Residence

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad South Gate Date 1981 T ____; R ____; ____ 1/4 of ____ 1/4 of Sec ____; _____ B.M.

c. Address 11555 Wright Road City Lynwood Zip 90262

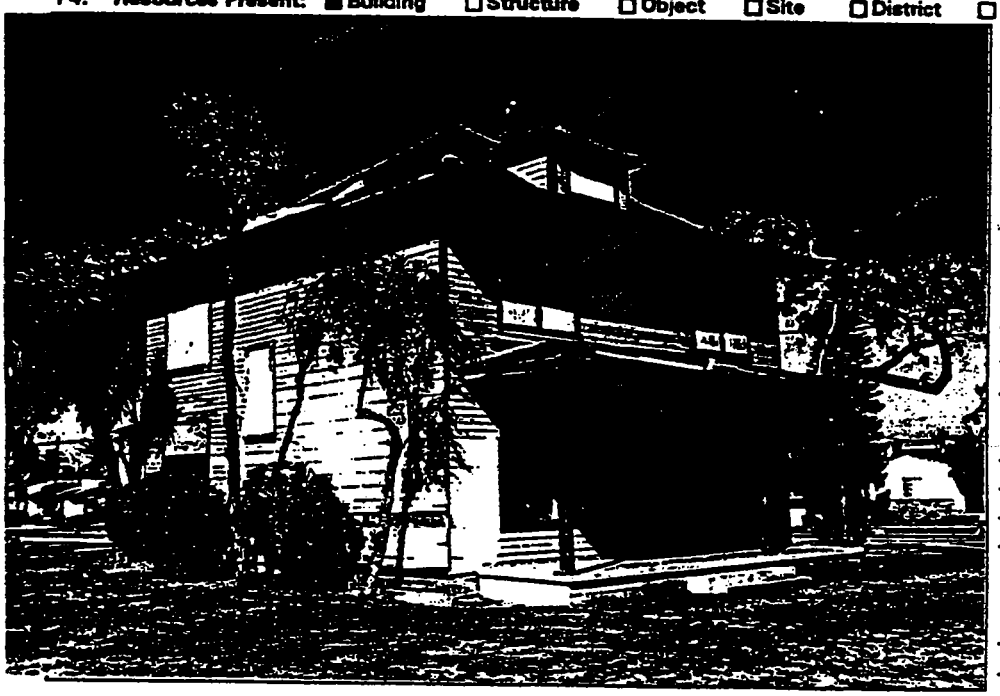
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)
Currently located within Ham Memorial Park, cr. of Wright Rd. and Martin Luther King, Jr. Blvd.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
A two and one-half story wood frame Victorian vernacular structure, the Abbot Residence is a example of the American Four-Square residential form. It is nearly square in plan, with a full width front porch and a single story rear wing. Resting on a cast-in-place concrete foundation, the house is clad with horizontal shiplap wood siding and sheltered by a hipped roof with slopes that flare at the eaves. The pyramidal roof is clad with deteriorated wooden shingles and has wide overhanging eaves, the undersides of which are embellished with scrolled false-rafters. The symmetrical three-bay principal facade is oriented toward Wright Road to the east, and features a central entrance flanked by oversized windows. The paired upper story windows are aligned with those of the lower story, and a hipped dormer is centered in the front roof slope. Throughout the house, windows and doors are enframed with wide unembellished board trim. All windows have been covered with plywood, behind which aluminum framed replacement windows may be discerned. The front entrance currently has a slab-type door surmounted by a transom. Fenestration in the residence's north elevation is limited to a two story bay window at the west end of the wall. (cont'd)

*P3b. Resources Attributes: (List attributes and codes) HP2. Single Family Property

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
Abbott Residence
South & east elevations, 2/8/01

*P6. Date Constructed/Age and Sources: ☐ Prehistoric ■ Historic ☐ Both
Ca. 1889

*P7. Owner and Address:
City of Lynwood
11330 Bullis Road
Lynwood CA 90262
M--Municipal

*P8. Recorded by: (Name, affiliation, address)
Dana N. Slawson
Greenwood and Associates
725 Jacon Way
Pacific Palisades CA 90272

*P9. Date Recorded: 03/19/2001

*P10. Survey Type: (Describe)
P--Project Review

*P11. Report Citation: (Cite survey report/other sources or "none") Historical Resources Impact Assessment: Ham Memorial Park School Development Project. Greenwood and Assoc. for EIP Assoc., Mar. 2001.

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other: (List) _____

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3S

*Resource Name or #: Abbott Residence

B1. Historic Name: Haymer T. Abbott Residence

B2. Common Name:

B3. Original Use: Residential B4. Present Use: P–Public

*B5. Architectural Style: Victorian vernacular (American Four-Square)

*B6. Construction History: (Construction date, alterations, and date of alterations.)

Rear wing added, windows replaced, 1957. Concrete foundation and porch deck, ca. 1966

*B7. Moved? ☐No ☐Yes ☒Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: None b. Builder: Unknown

*B10. Significance: Theme Residential Architecture Area Lynwood

Period of Significance 1889-1907 Property Type Residential Applicable Criteria A and C

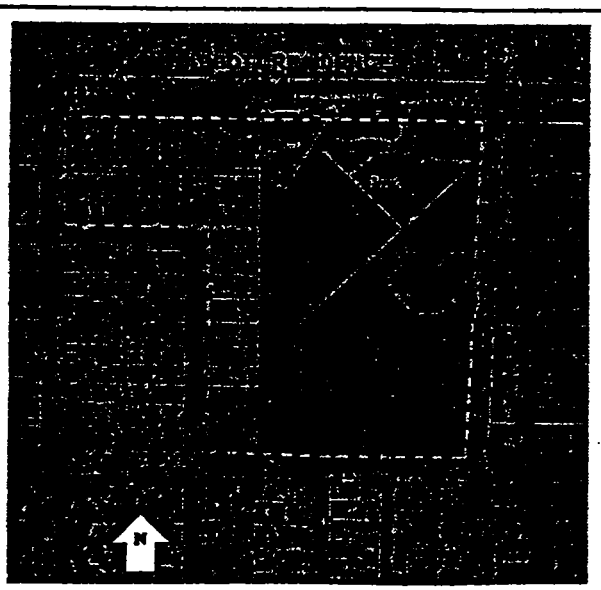
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Abbott residence is associated with the early settlement of the Lynwood area in the post- rancho era, as the vast plains to the south of the City of Los Angeles were gradually divided into farm plots and small settlements arose along major routes and near the recently completed rail lines. The Abbott family were prominent farmers and educators for whom a road in Lynwood was named. The Abbott house is believed to be the oldest surviving residence in the City of Lynwood, and is among only a handful in this part of the county that relate to the area's early Angloamerican settlement and agricultural origins. It provides a rare physical connection to this period in the community's history. For its association with patterns of early settlement in Lynwood, the Abbott residence appears eligible for addition to the National Register of Historic Places under Criterion A. The Abbott residence also appears eligible for National Register listing under Criterion C, as embodying the distinctive characteristics of its type and period. The house is a fine late-Victorian example of the American Four-square residential form. The simple four-square house gained popularity among American builders during the mid-nineteenth century, and houses employing this general form continued to be built through the first decades of the twentieth century. Stylistic features applied to the basic house type varied over time as tastes changed. Today, very few examples of this vernacular house form, particularly from the nineteenth century, survive in the region. (cont'd)

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

J. Jack Willard, 1971, "J. Jack Willard Remembers Lynwood, All American City."



B13. Remarks:

Threats: City school development

*B14. Evaluator: D. Slawson

Date of Evaluation: 02/08/1901

(This space reserved for official comments.)

P3a. Description, cont'd.
Windows in the south elevation are similarly positioned only at the west end of the wall, with the exception of a single window at mid-wall that corresponds with an interior stairway. The hipped roof rear wing is finished with stucco and has modern aluminum framed windows and a slab-type door. The front porch has a wood shingle-clad roof supported by square wooden posts, and a concrete deck.

B10. Significance, cont'd.
The Abbott residence embodies the typical characteristics of its type and period of construction, and continues to evoke a sense of rural life in the early years of the area's history. The house exhibits a simplicity of form and ornament to be expected in the abodes of rural agriculturalists living well removed from the high styles and ostentation of the city.

Although the integrity of the historical setting of the Abbott residence has been compromised by the modern development of the surrounding neighborhood and park, and modifications and deferred maintenance have affected the integrity of the building itself, overall the building continues to convey its historic character. It remains recognizable as perhaps the oldest, residence in the City of Lynwood. While windows and doors have been replaced, the original placements and trim have been retained, and using existing materials and historic photos, the original condition could be replicated. The residence is an excellent representative example of the American Four-Square form of Victorian vernacular architecture.

APPENDIX C
AIR QUALITY DATA

EXPLANATION OF CHANGES MADE TO DEFAULT SETTINGS IN URBEMIS7G

Project Number: 10513-00
Project Name: LUSD New High School - Existing Uses

The following pages include the printed results of the air pollutant emissions modeling for one of the land use components of the proposed project. The air emissions modeling was conducted using the URBEMIS7G for Windows computer program developed for the San Joaquin Valley Unified Air Pollution Control District in May 1998. URBEMIS7G is programmed with EMFAC7G emission factors developed by the California Air Resources Board.

As part of this analysis, changes have been made to several of the default values programmed into URBEMIS7G. These changes were made to more accurately reflect the nature of the proposed land use. Each of these changes are discussed below.

Vehicle Trip Rates

The default vehicle trip rate values were changed to be consistent with the traffic impact analysis prepared for the project.

Vehicle Fleet Mix

URBEMIS7G is programmed with the following state-wide average vehicle fleet mix:

State-Wide Vehicle Type	Total
Automobiles	75.0%
Light Duty Trucks	10.0%
Medium Duty Trucks	3.0%
Light-Heavy Duty Trucks	1.0%
Medium-Heavy Duty Trucks	1.0%
Heavy-Heavy Duty Trucks	5.0%
Urban Buses	2.0%
Motorcycles	3.0%

However, this state-wide average fleet mix is not appropriate for the majority of land use analyses. The project land use assessed in this analysis is identified below along with the total percentage of trucks (medium and heavy) that are expected for this land use. The following vehicle mix was calculated based on the percentage of trucks associated with this land use.

Project Land Use:	Truck %	ADT	Truck #
210 Single Family	0.0044	517	2
411 City Park	0.0044	22	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
	Project Totals:	540	2
	Project Truck %:	0%	

Vehicle Type	Total
Automobiles	82.97%
Light Duty Trucks	11.06%
Medium Duty Trucks	0.13%
Light-Heavy Duty Trucks	0.04%
Medium-Heavy Duty Trucks	0.04%
Heavy-Heavy Duty Trucks	0.22%
Urban Buses	2.21%
Motorcycles	3.32%

URBEMIS 7G For Windows 5.1.0

File Name: C:\Program Files\URBEMIS 7G For Windows\Projects\LUSDHighSchoolE
Project Name: LUSD New High School - Existing Uses
Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SOX
TOTALS(lbs/day,unmitigated)	2.55	0.60	1.82	0.01	0.02

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10
TOTALS (ppd, unmitigated)	6.47	6.89	42.56	3.85

URBEMIS 7G For Windows 5.1.0

File Name: C:\Program Files\URBEMIS 7G For Windows\Projects\LUSDHighSchoolEx.
Project Name: LUSD New High School - Existing Uses
Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10	SOX
Natural Gas	0.05	0.59	0.25	0.00	-
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.21	0.01	1.56	0.00	0.02
Consumer Prdcts	2.30	-	-	-	-
TOTALS(lbs/day,unmitigated)	2.55	0.60	1.82	0.01	0.02

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10
Single family housing	6.08	6.65	41.21	3.71
City Park	0.39	0.25	1.35	0.13
TOTAL EMISSIONS (lbs/day)	6.47	6.89	42.56	3.85

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2003 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	11.01 trips / dwelling units	47.00	517.47
City Park	2.23 trips / Acre	10.00	22.30

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	82.97	1.16	98.58	0.26
Light Duty Trucks	11.06	0.13	99.54	0.33
Medium Duty Trucks	0.13	1.44	98.56	-
Lite-Heavy Duty Trucks	0.05	19.56	40.00	40.44
Med.-Heavy Duty Trucks	0.05	19.56	40.00	40.44
Heavy-Heavy Trucks	0.22	-	-	100.00
Urban Buses	2.21	-	-	100.00
Motorcycles	3.32	100.00% all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

City Park	2.0	1.0	97.0

Changes made to the default values for Area

The wood stove option switch changed from on to off.
The fireplcase option switch changed from on to off.
The area souce mitigation measure option switch changed from on to off.
Changes made to the default values for Operations

The mitigation option switch changed from on to off.
The light duty auto percentage changed from 75.0 to 82.97.
The light duty truck percentage changed from 10.0 to 11.06.
The medium duty truck percentage changed from 3.0 to 0.13.
The light heavy duty truck percentage changed from 1.0 to 0.045.
The medium heavy duty truck percentage changed from 1.0 to 0.045.
The heavy heavy duty truck percentage changed from 5.0 to 0.22.
The urban bus percentage changed from 2.0 to 2.21.
The motorcycle percentage changed from 3.0 to 3.32.
The operational emission year changed from 2000 to 2003.
The double counting internal work trip limit changed from to 0.446.
The double counting shopping trip limit changed from to 0.223.
The double counting other trip limit changed from to 21.631.
The travel mode environment settings changed from both to: none

EXPLANATION OF CHANGES MADE TO DEFAULT SETTINGS IN URBEMIS7G

Project Number: 10513-00
Project Name: LUSD New High School - Proposed Uses

The following pages include the printed results of the air pollutant emissions modeling for one of the land use components of the proposed project. The air emissions modeling was conducted using the URBEMIS7G for Windows computer program developed for the San Joaquin Valley Unified Air Pollution Control District in May 1998. URBEMIS7G is programmed with EMFAC7G emission factors developed by the California Air Resources Board.

As part of this analysis, changes have been made to several of the default values programmed into URBEMIS7G. These changes were made to more accurately reflect the nature of the proposed land use. Each of these changes are discussed below.

Vehicle Trip Rates

The default vehicle trip rate values were changed to be consistent with the traffic impact analysis prepared for the project.

Vehicle Fleet Mix

URBEMIS7G is programmed with the following state-wide average vehicle fleet mix:

State-Wide Vehicle Type	Total
Automobiles	75.0%
Light Duty Trucks	10.0%
Medium Duty Trucks	3.0%
Light-Heavy Duty Trucks	1.0%
Medium-Heavy Duty Trucks	1.0%
Heavy-Heavy Duty Trucks	5.0%
Urban Buses	2.0%
Motorcycles	3.0%

However, this state-wide average fleet mix is not appropriate for the majority of land use analyses. The project land use assessed in this analysis is identified below along with the total percentage of trucks (medium and heavy) that are expected for this land use. The following vehicle mix was calculated based on the percentage of trucks associated with this land use.

Project Land Use:	Truck %	ADT	Truck #
530 High School	0.0044	2,864	13
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
	Project Totals:	2,864	13
	Project Truck %:	0%	

Vehicle Type	Total
Automobiles	82.97%
Light Duty Trucks	11.06%
Medium Duty Trucks	0.13%
Light-Heavy Duty Trucks	0.04%
Medium-Heavy Duty Trucks	0.04%
Heavy-Heavy Duty Trucks	0.22%
Urban Buses	2.21%
Motorcycles	3.32%

URBEMIS 7G For Windows 5.1.0

File Name: C:\Program Files\URBEMIS 7G For Windows\Projects\LUSDHighSchool.
Project Name: LUSD New High School
Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10	SOX
Natural Gas	0.00	0.00	0.00	0.00	-
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.12	0.01	0.79	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.12	0.01	0.79	0.00	0.00

URBEMIS 7G For Windows 5.1.0

File Name: C:\Program Files\URBEMIS 7G For Windows\Projects\LUSDHighSchool.ur
Project Name: LUSD New High School
Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SOX
TOTALS(lbs/day,unmitigated)	0.12	0.01	0.79	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10
TOTALS (ppd, unmitigated)	56.39	30.36	171.15	16.14

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10
High school	56.39	30.36	171.15	16.14
TOTAL EMISSIONS (lbs/day)	56.39	30.36	171.15	16.14

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2003 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
High school	1.79 trips / students	1,600.00	2,864.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	82.97	1.16	98.58	0.26
Light Duty Trucks	11.06	0.13	99.54	0.33
Medium Duty Trucks	0.13	1.44	98.56	-
Lite-Heavy Duty Trucks	0.05	19.56	40.00	40.44
Med.-Heavy Duty Trucks	0.05	19.56	40.00	40.44
Heavy-Heavy Trucks	0.22	-	-	100.00
Urban Buses	2.21	-	-	100.00
Motorcycles	3.32	100.00% all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

High school	10.0	5.0	85.0

Changes made to the default values for Area

The wood stove option switch changed from on to off.
The fireplcase option switch changed from on to off.
The area souce mitigation measure option switch changed from on to off.
Changes made to the default values for Operations

The mitigation option switch changed from on to off.
The light duty auto percentage changed from 75.0 to 82.97.
The light duty truck percentage changed from 10.0 to 11.06.
The medium duty truck percentage changed from 3.0 to 0.13.
The light heavy duty truck percentage changed from 1.0 to 0.045.
The medium heavy duty truck percentage changed from 1.0 to 0.045.
The heavy heavy duty truck percentage changed from 5.0 to 0.22.
The urban bus percentage changed from 2.0 to 2.21.
The motorcycle percentage changed from 3.0 to 3.32.
The operational emission year changed from 2000 to 2003.
The travel mode environment settings changed from both to: none

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10513-00
Project Title: Lynwood High School

Background Information

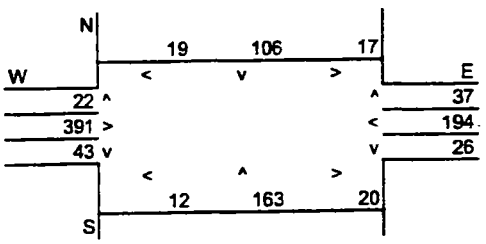
Nearest Air Monitoring Station measuring CO:	Lynwood
Background 1-hour CO Concentration (ppm):	19.0
Background 8-hour CO Concentration (ppm):	11.0
Persistence Factor:	0.7
Analysis Year:	2001

Roadway Data

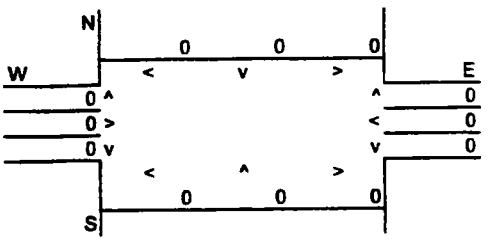
Intersection: Martin Luther King Jr./Wright Road
Analysis Condition: Existing Traffic Volumes

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Wright Road	At Grade	4	15	15
East-West Roadway:	Martin Luther King Jr. Blvd.	At Grade	4	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	370	N-S Road:	0
E-W Road:	685	E-W Road:	0

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 50 Feet	A_2 100 Feet	A_3 300 Feet	B Traffic Volume	C Emission Factors[1]	Estimated CO Concentrations 50 Feet	100 Feet	300 Feet
A.M. Peak Traffic Hour								
North-South Road	2.2	1.7	1.1	370	13.24	0.11	0.08	0.05
East-West Road	5.4	3.8	1.6	685	13.24	0.49	0.34	0.15
P.M. Peak Traffic Hour								
North-South Road	5.4	3.8	1.6	0	13.24	0.00	0.00	0.00
East-West Road	2.2	1.7	1.1	0	13.24	0.00	0.00	0.00

[1] Methodology and emission factors from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	19.6	19.0	11.4
100 Feet from Roadway Edge	19.4	19.0	11.3
300 Feet from Roadway Edge	19.2	19.0	11.1

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10513-00
Project Title: Lynwood High School

Background Information

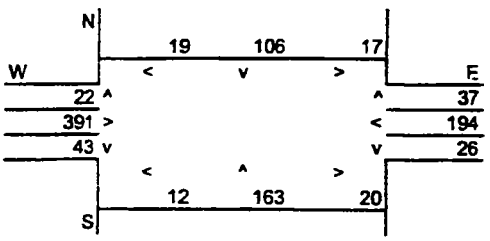
Nearest Air Monitoring Station measuring CO:	Lynwood
Background 1-hour CO Concentration (ppm):	19.0
Background 8-hour CO Concentration (ppm):	11.0
Persistence Factor:	0.7
Analysis Year:	2003

Roadway Data

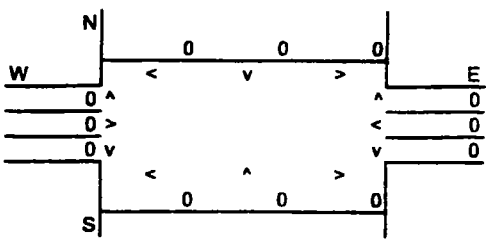
Intersection: Martin Luther King Jr./Wright Road
Analysis Condition: Future Traffic Volumes without Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Wright Road	At Grade	4	15	15
East-West Roadway:	Martin Luther King Jr. Blvd.	At Grade	4	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	370	N-S Road:	0
E-W Road:	685	E-W Road:	0

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 50 Feet	A_2 100 Feet	A_3 300 Feet	B Traffic Volume	C Emission Factors[1]	Estimated CO Concentrations 50 Feet	100 Feet	300 Feet
A.M. Peak Traffic Hour								
North-South Road	2.2	1.7	1.1	370	11.37	0.09	0.07	0.05
East-West Road	5.4	3.8	1.6	685	11.37	0.42	0.30	0.12
P.M. Peak Traffic Hour								
North-South Road	5.4	3.8	1.6	0	11.37	0.00	0.00	0.00
East-West Road	2.2	1.7	1.1	0	11.37	0.00	0.00	0.00

[1] Methodology and emission factors from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	19.5	19.0	11.4
100 Feet from Roadway Edge	19.4	19.0	11.3
300 Feet from Roadway Edge	19.2	19.0	11.1

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10513-00
Project Title: Lynwood High School

Background Information

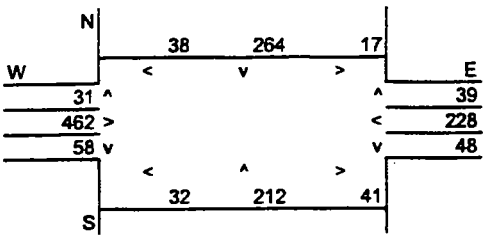
Nearest Air Monitoring Station measuring CO:	Lynwood
Background 1-hour CO Concentration (ppm):	19.0
Background 8-hour CO Concentration (ppm):	11.0
Persistence Factor:	0.7
Analysis Year:	2003

Roadway Data

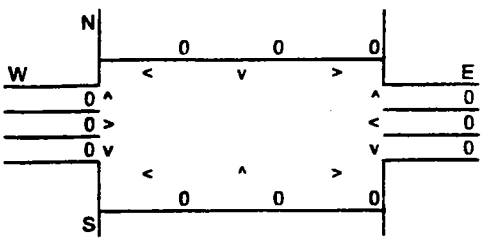
Intersection: Martin Luther King Jr./Wright Road
Analysis Condition: Future Traffic Volumes with Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Wright Road	At Grade	4	15	15
East-West Roadway:	Martin Luther King Jr. Blvd.	At Grade	4	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	655	N-S Road:	0
E-W Road:	849	E-W Road:	0

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 50 Feet	A_2 100 Feet	A_3 300 Feet	B Traffic Volume	C Emission Factors[1]	Estimated CO Concentrations 50 Feet	100 Feet	300 Feet
A.M. Peak Traffic Hour								
North-South Road	2.2	1.7	1.1	655	11.37	0.16	0.13	0.08
East-West Road	5.4	3.8	1.6	849	11.37	0.52	0.37	0.15
P.M. Peak Traffic Hour								
North-South Road	5.4	3.8	1.6	0	11.37	0.00	0.00	0.00
East-West Road	2.2	1.7	1.1	0	11.37	0.00	0.00	0.00

[1] Methodology and emission factors from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	19.7	19.0	11.5
100 Feet from Roadway Edge	19.5	19.0	11.3
300 Feet from Roadway Edge	19.2	19.0	11.2

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

APPENDIX D
TRANSPORTATION TECHNICAL REPORT

TRAFFIC IMPACT STUDY FOR A NEW HIGH SCHOOL IN THE CITY LYNWOOD, CALIFORNIA.

Ref. No. 0011-03R
Date: November 2001

Paul Singer, P.E.
TRANSPORTATION ENGINEERING & PLANNING

Paul Singer, P.E.

TRANSPORTATION ENGINEERING & PLANNING
7163 Columbus Drive • Anaheim Hills, California 92807 • (714) 281-3222

October 3, 2001

Mr. Mark Horne
Senior Manager
E.I.P. Associates
12301 Wilshire Blvd.
Suite 430
Los Angeles, Ca. 90025

Ref. No. 0011.03R

Subject: The following is Traffic Impact Study evaluation of the proposed new High School in the City of Lynwood.

Dear Mr. Horne:

The following report was prepared in conformance with the City of Lynwood requirement for assessment of traffic related impacts as it pertains to the proposed expansion of school facilities. This letter report expressly addresses the proposed new Lynwood High School to be located at John Ham Memorial Park.

The Traffic Impact Study evaluates existing traffic conditions and estimates traffic conditions following completion and occupancy of the new high school.

Subject to the installation of recommended traffic control devices, provision of adequate off street parking facilities and traffic safety instruction to students and faculty, the proposed High School will operate at comparable traffic safety.

It is critical that all recommendations included within this report as indicated in the paragraph "Recommendations" be fully implemented to maximize student and driver traffic safety.

Traffic safety and the observance of traffic control devices are accepted to varying degrees by each driver and-or pedestrian. The proposed traffic safety improvements are only effective when voluntarily complied with.

Based on the findings of this study and subject to the installation of the recommended traffic control devices and safety instruction of students, traffic in the vicinity of the school will operate at acceptable levels.

Sincerely,

Paul Singer, P.E.

REGISTERED PROFESSIONAL ENGINEER
PAUL SINGER
NO. 0085
EXP. 3-31-04
TRAFFIC
STATE OF CALIFORNIA

TABLE OF CONTENTS

Existing Conditions:	**Page 1**
Project Site:	Page 1
Proposed Project:	Page 1
Study Location:	Page 1
School Hours:	Page 1
Parking:	Page 4
Parking Standard:	Page 4
Parking Recommendation:	Page 5
Event Parking:	Page 5
Traffic Circulation:	Page 6
Traffic Impact:	Page 6
Cumulative Traffic:	Page 10
Recommendations:	**Page 11**
Conclusions:	**Page 12**

List of Figures

Figure 1	Location Map:	Page 2
Figure 2	Site Plan:	Page 3
Figure 3	Level of Service Volumes:	Page 8
Figure 4	Intersection Traffic Volumes:	Page 9

Existing Conditions:

Project Site:

The project site is located south of Martin Luther King Jr. Blvd. west of Wright Street. The site is currently occupied by John Ham Memorial Park and residential structures. The site is bordered on the north by Martin Luther King Jr. Blvd., on the south by Cortland Ave. on the east by Duncan Ave. and on the west by Wright Rd.

The proposed high school is located wholly within a single family residential area. Project location is shown on **Figure 1.**

Proposed Project:

The project buildings and open or sports areas are to be for the exclusive use of a Senior High School.

The project is expected to accommodate up to a maximum of 1,600 students. In addition, employees and faculty will provide instruction, operate the facility and provide school guidance.

The project site plan as shown on **Figure 2** indicates location of all proposed buildings and outdoor facilities. On-site, off-street parking is provided for a total of 416 parking spaces. A total of 1,600 students and 68 faculty and staff will use the off-street parking facilities on the project site.

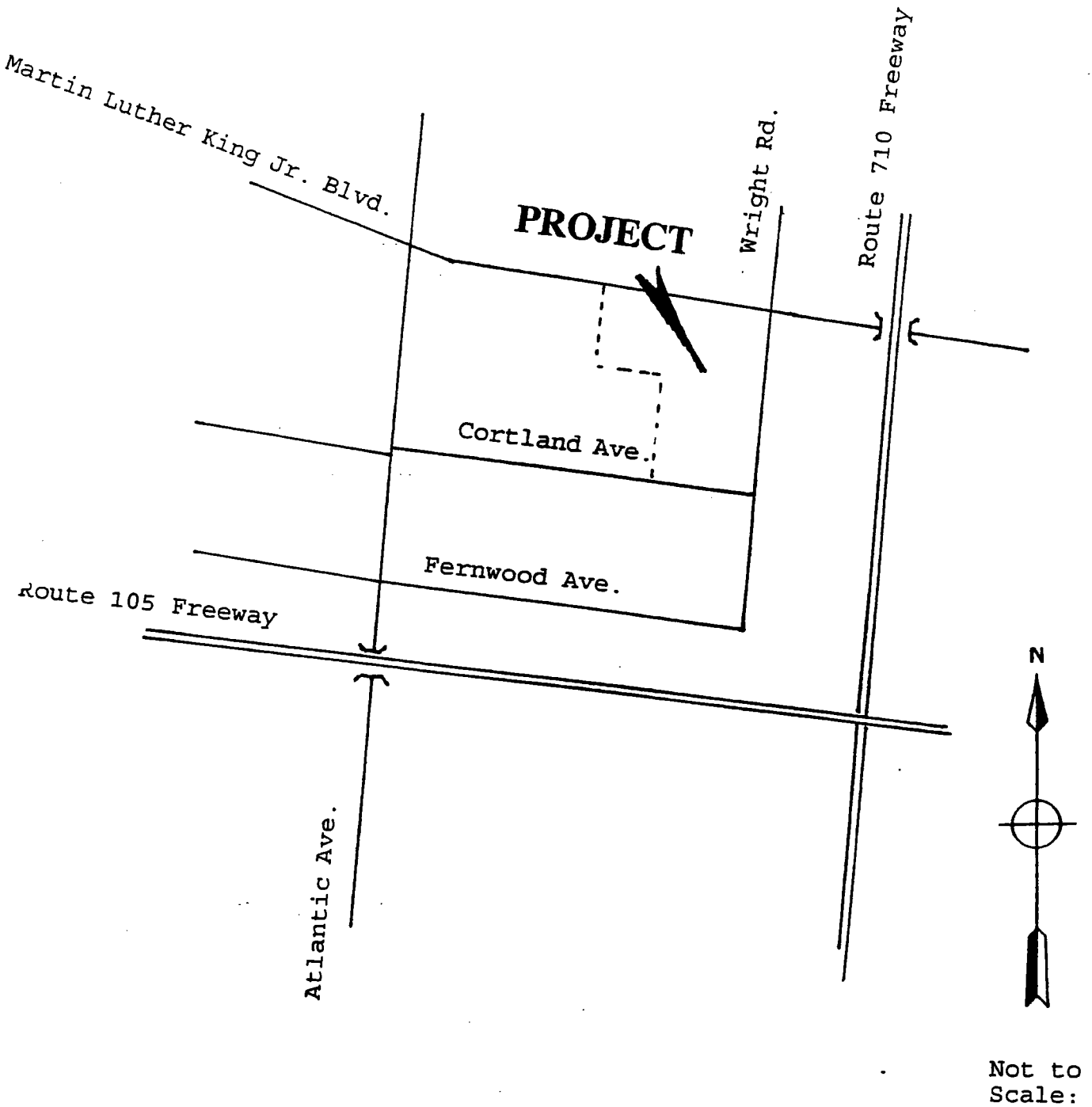
Study Location:

The project site is located within the City of Lynwood. The school site is currently used for a public park.

The site is accessible to adjacent fully improved streets. The major street that is serving the school site is Martin Luther King, Jr. Blvd. A secondary street, Wright Road serves the project site on the west side.

School Hours:

School hours will be on all weekdays and coincide with the scheduled school year. Classes will be held in the mornings, continue into the afternoon. Activities at this school will include sports and games and may be attended at post school hours possibly into the evening on weekdays. Some sports activities may, subject to the District approval, be conducted on weekends.



Paul Singer, P.E.
TRANSPORTATION ENGINEERING & PLANNING

LOCATION MAP

Fig. 1

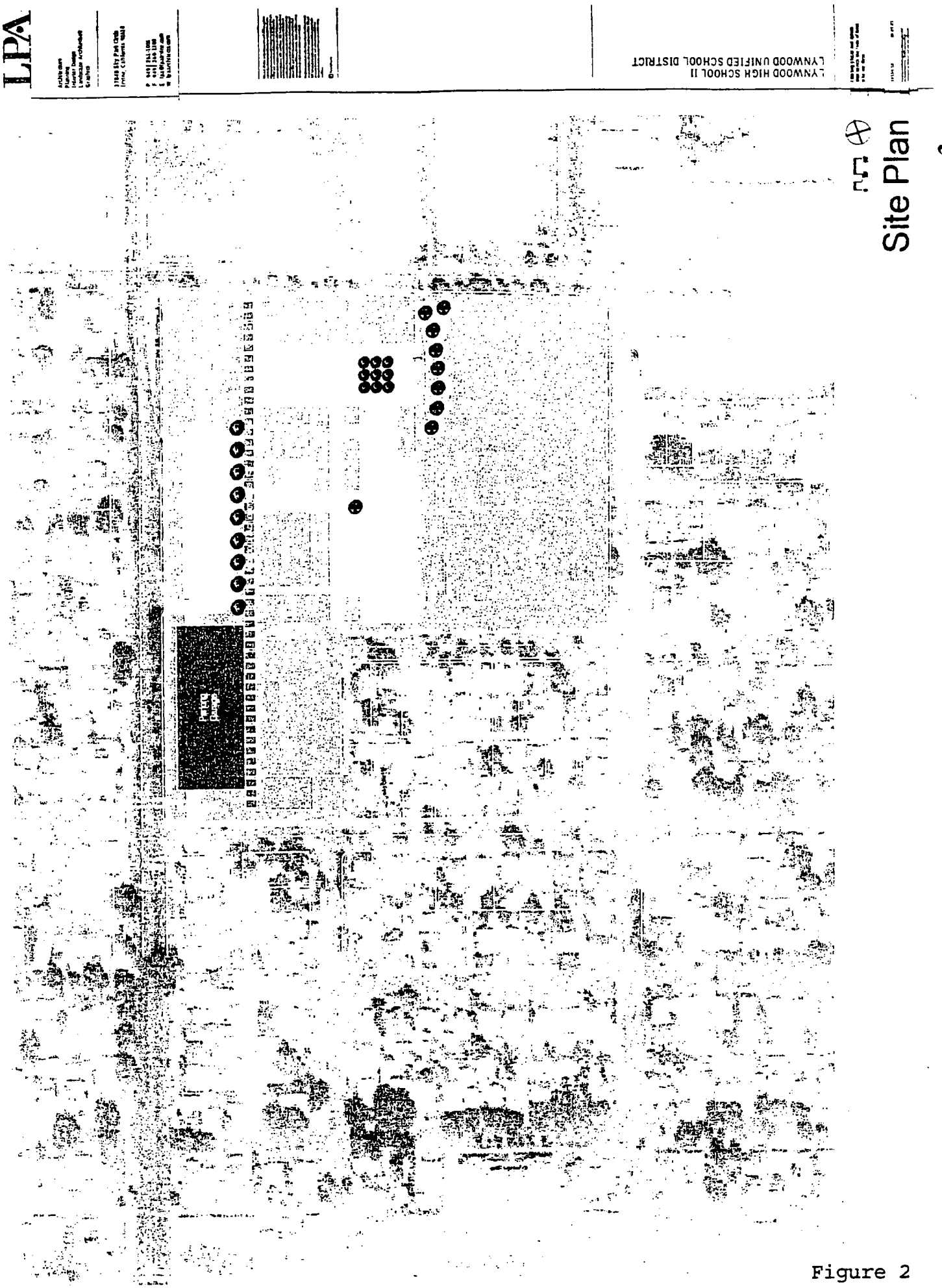


Figure 2

Site Plan:

Major traffic influx and traffic departure will occur on weekdays. Morning class arrivals and afternoon dismissal times have not currently been established. As is customary, morning student arrival generally takes place between 7:00 AM and 9:00 AM and afternoon school departure times vary between 2:30 PM and 4:00 PM on weekdays.

The morning, AM traffic peak of students arrivals and departures coincides with the prevailing morning "rush hour" peak traffic hour. In the afternoon. Peak hour street traffic demand is between 5:00 PM and 7:00 PM. School ends and students are free to depart well before the afternoon street peak traffic hours.

Traffic conflicts with peak traffic hours is expected to be most heavily impacted during the morning peak traffic times. The PM peak traffic hours will not be impacted by school traffic flows.

It is expected that evening and weekend sports activities and other cultural events at the school will be held at times when street traffic is not at peak demand.

Parking:

The proposed project is designed to accommodate 416 off-street parking spaces. The school will have a maximum of 1,600 students plus 68 faculty and staff members.

The Institute of Transportation Engineers Parking Generation Manual Second Edition Schedule 530, indicates an average rate of 0.19 students per off-street parking space. (copy of the standard is enclosed in the Appendix of this report). This is the average parking demand nationally. Locally, in California, student parking ratios are substantially greater. It is therefore recommended that the higher parking ratio of 0.22 per student be implemented as indicated and shown on the appropriate excerpt of the Manual.

Parking Standard:

Parking Generation Manual indicator requires a minimum of:

0.19* spaces per student.

Parking Generation Manual indicator as recommended for California:

0.22* spaces per student.

* Includes students, staff and employees.

Staff and employee parking is included within the total of required school parking count.

Staff and employees vehicle occupancy is estimated at 1.25 persons per vehicle. Approximately 10% of staff and employees will arrive and depart the project site by public transit.

The School District provides bus transportation for students. Approximately 25% of the students will arrive by bus. An additional 15% of the students will be dropped off and picked up by parents or guardians.

Using these standards the following are recommended minimum off street parking spaces for the proposed high school:

1,600 students @ 0.22 = 352 off-street parking spaces

Parking required: 352 spaces

Total recommended: 352 off-street parking spaces.

Total available: 416 off-street parking spaces.

The School is designed to accommodate 1,600 students plus employees and faculty. At the rate suggested by the Parking Manual, as correctly proposed, the 416 parking spaces proposed will be more than adequate to accommodate student and staff demand.

Parking Recommendation:

It is recommended that the proposed 416 off-street parking spaces will be more than adequate at the proposed school site.

Event parking:

As is customary at high schools, weekend or evening activities will attract additional parking demand. For overflow parking conditions the unoccupied playing fields may be temporarily used to accommodate overflow parking at these events.

Special provision including hand guidance and direction to special events be pre planned and organized in a manner that will eliminate or minimize parking intrusion to the adjacent residential district.

Caution:

Student parking along residential streets should be strictly monitored and prohibited. Student parking along residential streets may cause inconvenience and safety hazards to the adjacent residences.

Traffic Circulation:

Traffic impact to the adjacent intersections was evaluated. Traffic counts were conducted at the following locations:

Atlantic Ave. and Martin Luther King Jr. Blvd.

Martin Luther King, Jr. Blvd. between Wright Street and Duncan Street

Wright Street, between Martin Luther King Jr. Blvd. and Cortland Street

Louise Street, between Cortland Street and Walnut Street.

Field sheets of these traffic counts are enclosed in the appendix of this report.

Traffic entering and departing the proposed High School will of necessity use the streets indicated above.

Student droop-off area is indicated on the School site. All student droop-off and student pick-up should be conducted on the project site. Parking or standing on Martin Luther King Jr. Blvd. for the purpose of student drop-off or pick-up should be prohibited by the posting of appropriate signs. The practice of student loading and unloading on public streets is not safe and the prohibition should be strictly enforced.

Traffic Impact:

Existing traffic at the adjacent streets was counted on March 7th, 2001. Traffic count details are shown in the appendix of this report. The intersection most acutely affected by the proposed project is Martin Luther King Jr. Blvd. and Wright Road.

Traffic during the AM peak hour, 7.00 AM, currently is 713 vehicles east and west bound on Martin Luther King Jr. Blvd. and 337 north and south bound vehicles on Wright Road. Project traffic will add 672 trips in the AM and 320 trips in the PM peak hour.

Daily traffic volume on Martin Luther King Jr. Blvd. is currently, March 7, 2001, 8749 vehicles on a weekday and on Wright Rd. 4291 vehicles on a weekday. The intersection of Martin Luther King Jr. Blvd. and Wright Rd. is currently controlled by traffic signals.

Traffic generated by the proposed High School is equivalent to the traffic generation factors indicated in the Institute of transportation Engineers Traffic Generation Manual Sixth Edition, Schedule 530. Copies included in the appendix of this report.

Traffic distribution is estimated to be split approximately 10% from the North, 10% from the South and approximately 80% from the west. As a worst case scenario, all High School traffic is estimated to arrive via Martin Luther King Jr. Blvd. to the parking structure on the project site and for droop-off of students from Martin Luther King Jr. Blvd.

Estimated traffic impact of the High School at the intersection of Martin Luther King Jr. Blvd. and Wright Rd. therefore will be the location most impacted by the proposed high school.

Existing traffic on Martin Luther King Jr. Blvd. = 713 vehicles
on Wright Rd. = 337 vehicles

Street capacity as expressed on the enclosed **Figure 3**, is:

Martin Luther King Jr. Blvd. = 24,000 vehicles ADT.*
Wright Road = 16,000 vehicles ADT.

* ADT = Average Daily Traffic.

To obtain highest peak hour average traffic a factor of 10% was applied. The estimated peak hour traffic capacity on Martin Luther King Jr. Blvd. is therefore 2,400 vehicles and on Wright Rd. it is estimated at 1,600 vehicles.

Traffic impact at post project conditions at the intersection of Martin Luther King Jr. Blvd. and Wright Rd. is within acceptable levels. It is estimated, based on the above process that the intersection will operate at Level Of Service "A" at morning peak traffic hours, following completion and occupancy of the proposed High School.

Afternoon peak traffic hours will not be affected by the school traffic flows. School hours are most intense in the morning from 7:00 AM to 8:00 AM. In the afternoon school lets out between the hours of 2:00 PM through 4:00 PM before the heaviest PM street peak hour times. See **Figure 4.**

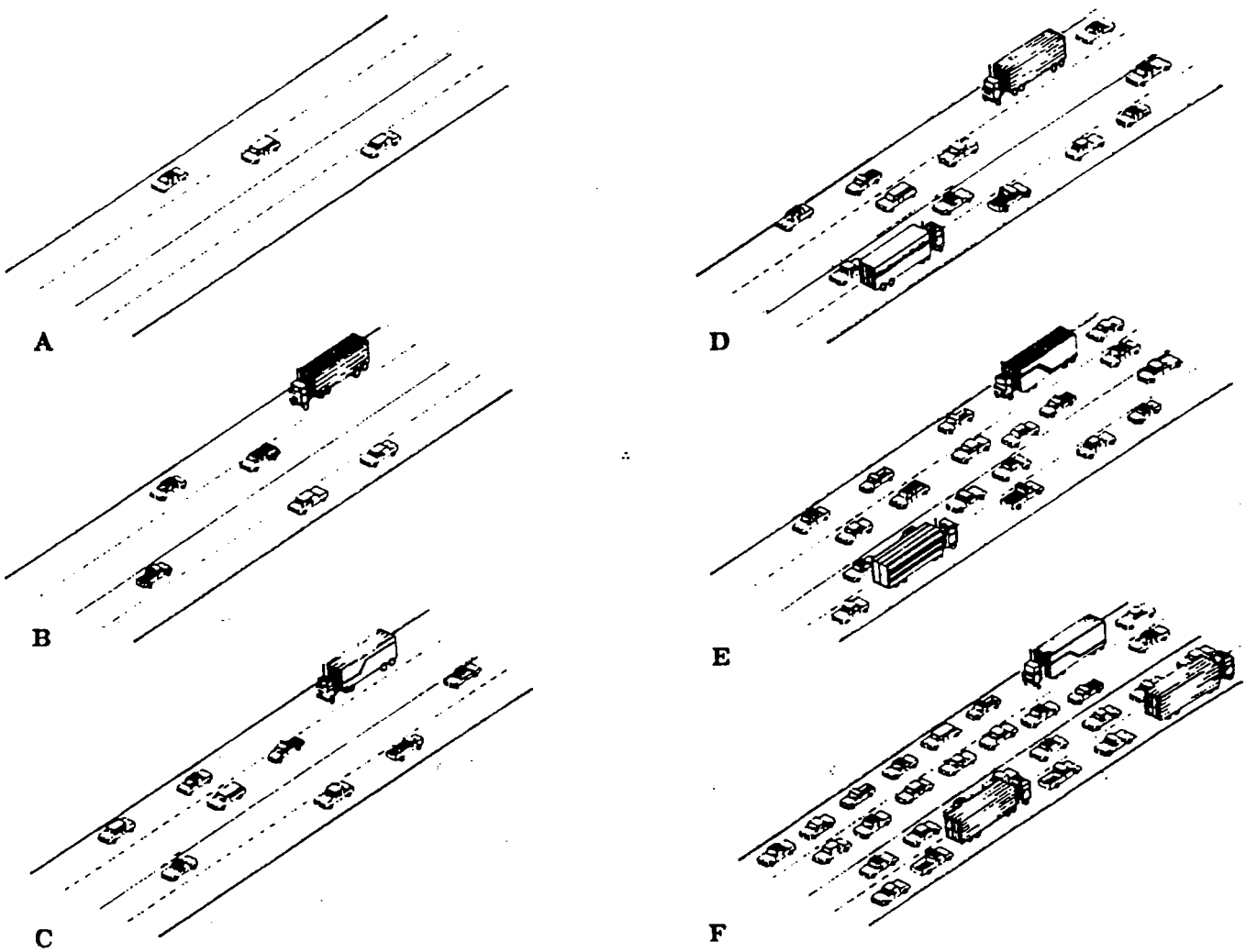
AM peak hour Level of Service calculations were conducted at the intersection of Martin Luther King Jr. Blvd. and Wright Rd. At existing conditions the intersection operates at free flow conditions. At post project conditions the intersection will continue to operate at free flow conditions.

LEVEL OF SERVICE VOLUMES AND ILLUSTRATIONS

LEVEL OF SERVICE VOLUMES/CAPACITY VALUES
(Average Daily Trips - ADT)

TYPE OF ROADWAY	LOS A	LOS B	LOS C	LOS D	LOS E
6 LANES DIVIDED	36,000	40,400	45,000	49,500	54,000
6 LANES UNDIVIDED	24,000	27,000	30,000	33,000	36,000
4 LANES DIVIDED	24,000	27,000	30,000	33,000	36,000
4 LANES UNDIVIDED	16,000	18,000	20,000	22,000	24,000
2 LANES UNDIVIDED	5,000	7,500	10,000	12,500	15,000

Note: Capacity values can be increased while maintaining a Level of Service "C" through the use of strict access controls and additional design measures to reduce vehicle conflict points.



Paul Singer, P.E.
TRANSPORTATION ENGINEERING & PLANNING

LEVEL OF SERVICE VOLUMES

Fig. 3

Intersection Level of Service has been calculated at five intersections directly impacted by the proposed project. Table 1 indicates the existing Level Of Service and post project Level of Service at the study intersection.

LEVEL OF SERVICE
AT
STUDY INTERSECTIONS

Location:	AM Peak Traffic Hour:			
	Existing:		Post Project:	
	LOS	v/c	LOS	v/c
Atlantic Ave. & M. Luther King Jr. Blvd.	A	0.54	A	0.58
M. Luther King Jr. Blvd. & Wright Rd.	A	0.38	A	0.45
Courtland Ave. & Wright Rd.	A	0.15	A	0.19
Duncan Ave. & Courtland Ave.	A	0.13	A	0.15
M. Luther King Jr. Blvd. & Duncan Ave.'	A	0.22	A	0.26

At post project conditions, when the proposed high school is in full operation the study intersections will continue to operate at free flow conditions, Level of Service "A".

Level of service calculation sheets are enclosed in the Appendix of this report.

Cumulative Traffic:

The proposed project traffic will be effective only following construction and occupancy of the facility. Ambient traffic volumes are expected to increase at the rate of 1.5% per year. The target year for the project completion is estimated in 2005. At the rate of pojected growth, the ambient traffic volumes will increase by a cumulative factor of 6.1%. The following Table indicates existing plus project plus cumulative growth increases Leves of Service at study intersections.

LEVEL OF SERVICE
AT Year 2005
Cumulative Traffic Impact

Location:	AM Peak Traffic Hour:					
	Existing:		Post Project:		Year 2005 Cumulative:	
	LOS	v/c	LOS	v/c	LOS	v/c
Atlantic Ave. & M. L. King Blvd.	A	0.54	A	0.58	A	0.61
M. L. King Blvd. & Wright Rd.	A	0.38	A	0.45	A	0.48
Courtland Ave. & Wright Rd.	A	0.15	A	0.19	A	0.20
Duncan Ave. & Courtland Rd.	A	0.13	A	0.15	A	0.15
M. L. King Blvd. & Duncan Ave.	A	0.22	A	0.26	A	0.26

City staff estimates cumulative traffic increase proportionate to land use intensification within the City of Lynwood and surounding communities. A listing of related projects is included in the Appendix of this report.

Project Traffic Ingress:

At the AM peak traffic hour a maximum of 672 vehicles will enter the project site from Martin Luther King Jr. Blvd. Approximately 80% of the students will arrive from the west, 10% from the north and 10% from the south. Vehicles arriving from the west will enter by a free right turn, vehicles arriving from north or from the south will enter the project site from Wright Rd.

Traffic generated by the project is a total of 10% of the vehicle trips will enter from the east, left turns from Martin Luther King Jr. Blvd. The street is currently marked by a continuous left turn lane with a capacity for 14 vehicles.

Per Schedule (530) of the Traffic Generation Manual 0.42 trips per student will be generated for inbound AM peak hour. Approximately 10% of the school bound trips during the AM peak traffic hour will be required to make left turns from Martin Luther King Jr. Blvd. in the course of the morning peak traffic hour. 10% of the AM peak hour trips = 67 trips west bound, turning left from Martin Luther King Jr. Blvd. into the project site. (This is the worst case scenario. Actually it is anticipated that students will, through experience find a less traveled route, such as Courtland Ave. or Fernwood Ave.

If all trips from the west would nevertheless, enter the project site from the west and require to execute a left turn from Martin Luther King Jr. Blvd., the traffic impact will be approximately one vehicle per minute in the course of the morning peak traffic hour. The traffic generated from the west is indicated in the following calculation.

(0.42 x 1,600 = 672 - 10% = 67 trips West bound, left turn)

The existing, continuous left turn lane has vehicle storage capacity in access of the anticipated demand. The left turn lane will accommodate up to 14 vehicles. The longest anticipated left turn queue at the left turn lane will be six (6) vehicles. This worst case condition is based on an assumed queue of 10% of the arriving vehicles waiting to make left turns at the approximate same time. This will most likely not actually take place. A more realistic queue of three (3) waiting vehicles at any one time may be anticipated.

It may be therefore concluded, that the number of vehicles turning left from Martin Luther King Jr. Blvd. will not cause undue traffic congestion. It should however be understood, that at all similar facilities, high schools, traffic does tend to be greater than customary along adjacent surface streets at peak traffic periods.

Recommendations:

The following are recommendations to be implemented prior to occupancy and operation of the proposed school:

The proposed 416 on site parking spaces provided on the project site will accommodate student, faculty and staff parking requirements.

Post signs No Stopping 6:00 AM to 8:00 AM and 2:00 PM to 4:00 PM. along Martin Luther King Jr. Blvd. on both sides, and between Duncan Ave. and Wright Rd. also on both sides.

Periodically inform students, faculty and employees that parking along the adjacent residential streets causes potential hazards to the residences. Students should park on the school site and refrain from causing harm and inconvenience to the adjacent residential area. Should the parking problem persist, the adjacent and near residences could be issued a special permit thereby assisting enforcement of parking provisions.

All bus parking, bus drop-of and pick-up of students is to be restricted to the designated area as indicated on the site plan.

Conclusion:

Parking Impact:

The proposed 416 off street parking spaces are projected to be more than adequate to accommodate student, staff and faculty parking demands. It is recommended that the streets in the vicinity of the project be posted for permit parking for the residential area only.

The proposed project, when completed, will have no significant traffic and parking impact in the vicinity of the proposed High School and will be at acceptable levels.

Traffic Impact:

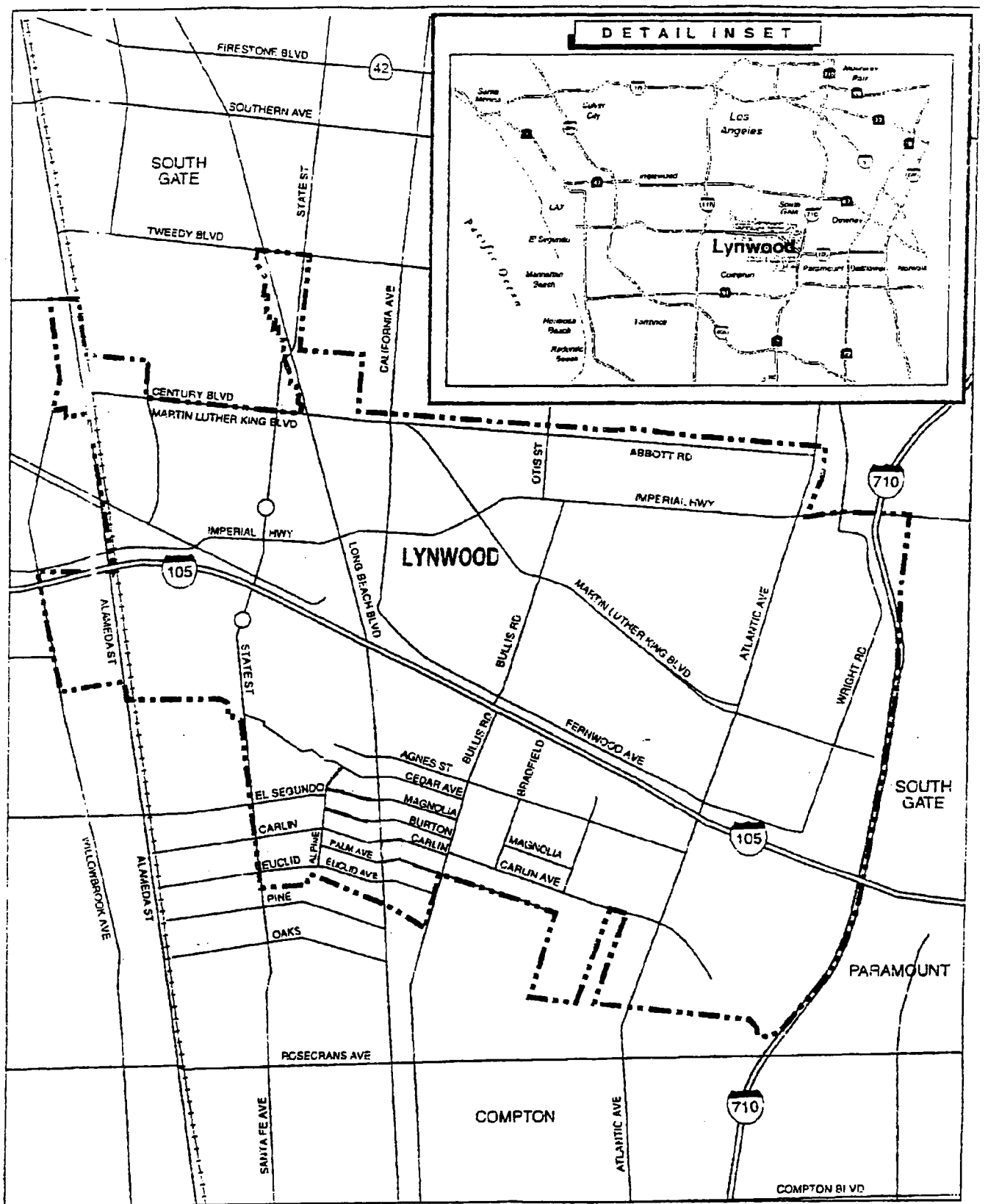
Traffic impact along the public streets posted for No Stopping At Designated Hours will be minimized and not present overt traffic congestion. As at any public school, additional traffic during the morning and afternoon loading and unloading times is anticipated. No unusual or overt traffic conflict conditions were identified at the proposed project site.

The major study intersection of Martin Luther King Jr. Blvd. and Wright Rd. currently operates at Level of Service "A". The intersection will continue to operate at free flow conditions following construction and occupancy of the proposed high school.

It is important that left turns from Martin Luther King Jr. Blvd. to the proposed project be facilitated by the existing means of the continuous left turn lane. Restricting left turns into the project site from the public street may encourage "U" turns at intersections or at midblock locations.

APPENDIX

Paul Singer, P.E.
TRANSPORTATION ENGINEERING & PLANNING

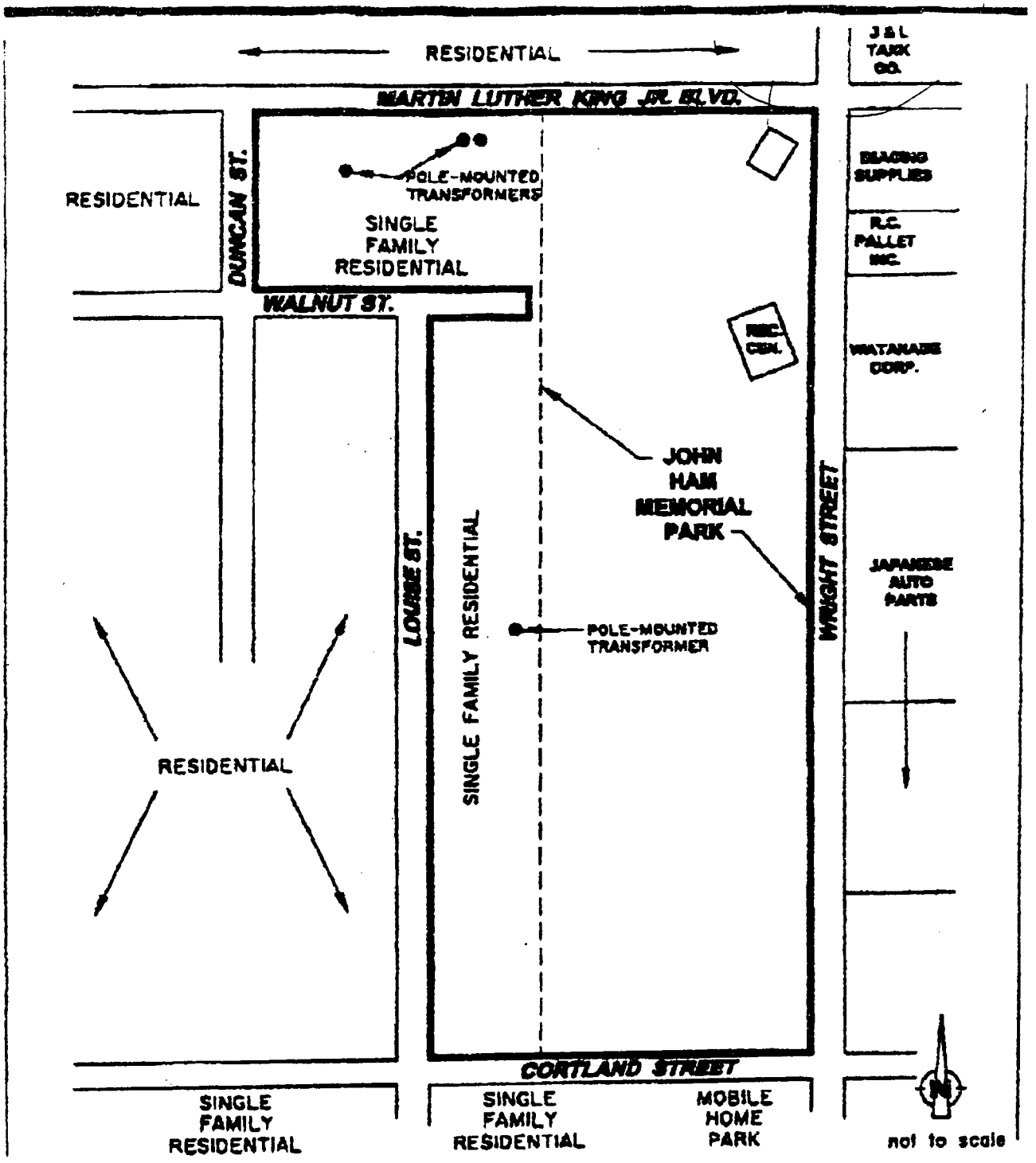


SOURCE: EIP Associates

EIP

FIGURE 1
Project Location
Lynwood Unified School District

NOV 01 01 01:28p EIP ASSOCIATES 310-268-8175 p.2



SITE MAP

MIDDLE SCHOOL #1, OPTION #2
Lynwood, California
for: Lynwood Unified School District

Project No.
00-16-142-06

Figure No.
3

Converse Consultants

Transportation Studies, Inc.
1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : WRIGHT STREET
Segment : MARTIN LUTHER KING TO CORTLAND
Client : PAUL SINGER

Site: LYNWOO
Date: 03/07/
Day: Wednesday

In	SB				NB				Combined			
B	AM		PM		AM		PM		AM		PM	
12:00	7	23	33	145	1	6	42	140	8	29	75	285
12:15	8		42		0		28		8		70	
12:30	4		29		2		34		6		63	
12:45	4		41		3		36		7		77	
01:00	4	12	40	136	1	5	38	140	5	17	78	276
01:15	2		30		3		25		5		55	
01:30	2		28		1		25		3		53	
01:45	4		38		0		52		4		90	
02:00	3	10	36	158	1	5	26	135	4	15	62	293
02:15	2		44		0		43		2		87	
02:30	2		42		3		34		5		76	
02:45	3		36		1		32		4		68	
03:00	3	7	52	164	1	8	34	139	4	15	86	303
03:15	3		44		4		25		7		69	
03:30	1		36		3		44		4		80	
03:45	0		32		0		36		0		68	
04:00	4	6	38	161	0	19	46	147	4	25	84	308
04:15	0		43		4		24		4		67	
04:30	0		36		9		44		9		80	
04:45	2		44		6		33		8		77	
05:00	2	21	56	212	8	51	58	168	10	72	114	380
05:15	2		55		12		42		14		97	
05:30	10		56		22		36		32		92	
05:45	7		45		9		32		16		77	
06:00	12	53	35	140	18	105	42	99	30	158	77	239
06:15	12		34		20		16		32		50	
06:30	9		34		29		19		38		53	
06:45	20		37		38		22		58		59	
	20	142	23	105	48	195	20	73	68	337	43	178
[illegible]	34		34		46		21		80		55	
07:30	36		26		55		18		91		44	
07:45	52		22		46		14		98		36	
08:00	40	122	20	80	48	140	12	49	88	262	32	129
08:15	30		19		42		8		72		27	
08:30	30		24		22		12		52		36	
08:45	22		17		28		17		50		34	
09:00	20	98	29	83	22	103	14	52	42	201	43	135
09:15	30		26		30		16		60		42	
09:30	22		14		23		10		45		24	
09:45	26		14		28		12		54		26	
10:00	26	100	17	58	30	117	13	38	56	217	30	96
10:15	28		16		30		9		58		25	
10:30	23		9		25		6		48		15	
10:45	23		16		32		10		55		26	
11:00	24	124	15	36	25	143	10	18	49	267	25	54
11:15	34		7		38		4		72		11	
11:30	32		8		34		1		66		9	
11:45	34		6		46		3		80		9	
Total	718		1,478		897		1,198		1,615		2,676	
Split	44.5		55.2		55.5		44.8					
Day Total		2,196				2,095				4,291		
Day Split		51.2				48.8						
Peak Hou	07:15		05:00		07:00		04:30		07:15		04:45	
Volum	162		212		195		177		357		380	
Facto	0.78		0.95		0.89		0.76		0.91		0.83	

Data File : D0103075

Transportation Studies, Inc.
1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : LOUISE STREET
Segment : CORTLAND TO WALNUT
Client : PAUL SINGER

Site LYNWOOD
Date 03 07 01
Day: Wednesday

	SB				NB				Combined			
	AM		PM		AM		PM		AM		PM	
12:00	0	0	1	6	0	0	2	6	0	0	3	12
12:15	0		2		0		4		0		6	
12:30	0		1		0		0		0		1	
12:45	0		2		0		0		0		2	
01:00	0	0	0	2	0	2	1	6	0	2	1	8
01:15	0		1		0		1		0		2	
01:30	0		0		1		0		1		0	
01:45	0		1		1		4		1		5	
02:00	0	0	1	9	0	1	1	8	0	1	2	17
02:15	0		2		0		2		0		4	
02:30	0		3		1		1		1		4	
02:45	0		3		0		4		0		7	
03:00	0	0	0	3	0	0	3	6	0	0	3	9
03:15	0		2		0		1		0		3	
03:30	0		1		0		1		0		2	
03:45	0		0		0		1		0		1	
04:00	0	1	1	7	0	2	5	17	0	3	6	24
04:15	1		3		0		6		1		9	
04:30	0		2		1		1		1		3	
04:45	0		1		1		5		1		6	
05:00	1	3	6	13	0	0	8	11	1	3	14	24
05:15	0		5		0		0		0		5	
05:30	0		1		0		1		0		2	
05:45	2		1		0		2		2		3	
06:00	0	3	6	8	0	3	2	10	0	6	8	18
06:15	2		0		3		3		5		3	
06:30	1		1		0		1		1		2	
06:45	0		1		0		4		0		5	
	1	7	0	1	1	4	4	9	2	11	4	10
[illegible]	3		1		0		0		3		1	
07:30	1		0		2		4		3		4	
07:45	2		0		1		1		3		1	
08:00	5	7	0	3	5	9	4	6	10	16	4	9
08:15	2		0		2		1		4		1	
08:30	0		1		2		0		2		1	
08:45	0		2		0		1		0		3	
09:00	0	7	2	2	1	7	2	3	1	14	4	5
09:15	2		0		3		0		5		0	
09:30	4		0		1		0		5		0	
09:45	1		0		2		1		3		1	
10:00	2	4	0	3	1	2	2	4	3	6	2	7
10:15	0		0		0		0		0		0	
10:30	0		0		0		0		0		0	
10:45	2		3		1		2		3		5	
11:00	0	1	0	0	0	3	0	1	0	4	0	1
11:15	1		0		2		1		3		1	
11:30	0		0		0		0		0		0	
11:45	0		0		1		0		1		0	
Total	33		57		33		87		66		144	
Split	50.0		39.6		50.0		60.4					
Day Total		90				120				210		
Day Split		42.9				57.1						
Peak Hou	07:15		04:30		07:30		04:15		07:30		04:15	
Volum	11		14		10		20		20		32	
Facto	0.55		0.58		0.50		0.63		0.50		0.57	

* Data File : D0103076

Transportation Studies, Inc.

1820 E. Garry Avenue, Ste. 116
Santa Ana, CA. 92705

Location : MARTIN LUTHER KING BOULEVARD
Segment : WRIGHT TO DUNCAN
Client : PAUL SINGER

Site: LYNWOOD
Date: 03-07-01
File: D0103074
Day: Wednesday

	EB				WB				Combined			
	AM		PM		AM		PM		AM		PM	
12:00	5	15	59	294	8	24	80	248	13	39	139	542
12:15	0		68		6		60		6		128	
12:30	6		69		3		39		9		108	
12:45	4		98		7		69		11		167	
01:00	2	10	69	260	3	16	64	250	5	26	133	510
01:15	1		66		6		54		7		120	
01:30	2		66		6		67		8		133	
01:45	5		59		1		65		6		124	
02:00	1	14	60	264	2	8	68	273	3	22	128	537
02:15	4		72		2		52		6		124	
02:30	3		68		2		75		5		143	
02:45	6		64		2		78		8		142	
03:00	1	16	106	359	2	13	62	271	3	29	168	630
03:15	4		87		6		72		10		159	
03:30	6		84		3		64		9		148	
03:45	5		82		2		73		7		155	
04:00	8	63	81	343	7	33	84	336	15	96	165	679
04:15	18		75		6		86		24		161	
04:30	19		104		10		78		29		182	
04:45	18		83		10		88		28		171	
05:00	19	200	116	389	10	53	108	344	29	253	224	733
05:15	43		103		11		89		54		192	
05:30	81		86		8		73		89		159	
05:45	57		84		24		74		81		158	
06:00	44	264	86	286	19	108	68	264	63	372	154	550
06:15	61		67		21		65		82		132	
06:30	79		64		34		61		113		125	
06:45	80		69		34		70		114		139	
	88	456	65	217	38	257	64	204	126	713	129	421
[illegible]	131		60		54		50		185		110	
07:30	126		50		75		51		201		101	
07:45	111		42		90		39		201		81	
08:00	104	329	40	134	72	254	40	154	176	583	80	288
08:15	74		33		82		46		156		79	
08:30	95		38		46		38		141		76	
08:45	56		23		54		30		110		53	
09:00	55	188	32	113	64	210	38	131	119	398	70	244
09:15	44		33		54		28		98		61	
09:30	51		23		50		31		101		54	
09:45	38		25		42		34		80		59	
10:00	38	192	27	85	38	165	36	110	76	357	63	195
10:15	48		26		36		26		84		52	
10:30	46		22		42		30		88		52	
10:45	60		10		49		18		109		28	
11:00	46	226	13	44	52	197	27	65	98	423	40	109
11:15	54		12		52		11		106		23	
11:30	68		8		52		18		120		26	
11:45	58		11		41		9		99		20	
Total	1,973		2,788		1,338		2,650		3,311		5,438	
Split	59.6		51.3		40.4		48.7					
Day Total		4,761				3,988				8,749		
Day Split		54.4				45.6						
Peak Hou	07:15		04:30		07:30		04:30		07:15		04:30	
Volum	472		406		319		363		763		769	
Facto	0.90		0.88		0.89		0.84		0.95		0.86	

Data File : S2825001

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: Lynwood High School
INTERVAL: AM PEAK HOUR
INTERSECTION: Atlantic & Martin Luther King

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C		EXISTING + OTHER V/C		EX + OTHER + PROJECT V/C		EX + OTHER + PROJECT V/C-W_IMP	
NL	1	1	1700	1700	150	9	0	0.09		0.09		0.09		0.09	
NT	2	2	3400	3400	588	35	0	0.21	*	0.22	*	0.22	*	0.22	*
NR	0	0	0	0	110	7	3								
SL	1	1	1700	1700	118	7	3	0.07	*	0.07	*	0.08	*	0.08	*
ST	2	2	3400	3400	453	27	0	0.15		0.16		0.16		0.16	
SR	0	0	0	0	56	3	0								
EL	1	1	1700	1700	113	7	0	0.07		0.07		0.07		0.07	
ET	2	2	3400	3400	339	20	104	0.13	*	0.13	*	0.16	*	0.16	*
ER	0	0	0	0	90	5	0								
WL	1	1	1700	1700	142	8	16	0.08	*	0.09	*	0.10	*	0.10	*
WT	2	2	3400	3400	255	15	104	0.09		0.10		0.13		0.13	
WR	0	0	0	0	65	4	0								
				NORTH/SOUTH CRITICAL SUMS =				0.28		0.29		0.30		0.30	
ICU SPREADSHEET FILE NAME			0												
				EAST/WEST CRITICAL SUMS =				0.21		0.22		0.26		0.26	
				CLEARANCE =				0.05		0.05		0.05		0.05	
				ICU VALUE =				0.54		0.56		0.61		0.61	
				LOS =				A		A		A		A	

N = NORTHBOUND, S = SOUTHBOUND
E = EASTBOUND, W = WESTBOUND
L = LEFT, T = THROUGH, R = RIGHT
N.S. = NOT SIGNALIZED
LOS = LEVEL OF SERVICE
* DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: Lynwood High School
INTERVAL: AM PEAK HOUR
INTERSECTION: Martin Luther King & Wright Rd.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+ OTHER + PROJECT V/C	EX.+ OTHER + PROJECT V/C-W_IMP
NL	1	1	1700	1700	12	1	16	0.01	0.01	0.02 *	0.02 *
NT	2	2	3400	3400	163	10	18	0.05 *	0.06 *	0.06	0.06
NR	0	0	0	0	20	1	4				
SL	1	1	1700	1700	17	1	0	0.01 *	0.01 *	0.01	0.01
ST	2	2	3400	3400	106	6	49	0.04	0.04	0.06 *	0.06 *
SR	0	0	0	0	19	1	11				
EL	0	0	0	0	22	1	2				
ET	1	1	1700	1700	391	23	3	0.27 *	0.28 *	0.35 *	0.35 *
ER	0	0	0	0	43	2	101				
WL	0	0	0	0	26	1	32				
WT	1	1	1700	1700	194	11	16	0.15	0.16	0.19	0.19
WR	0	0	0	0	37	2	4				
							NORTH/SOUTH CRITICAL SUMS =	0.06	0.07	0.08	0.08
							EAST/WEST CRITICAL SUMS =	0.27	0.28	0.35	0.35
							CLEARANCE =	0.05	0.05	0.05	0.05
							ICU VALUE =	0.38	0.40	0.48	0.48
							LOS =	A	A	A	A

ICU SPREADSHEET FILE NAME 0

N = NORTHBOUND, S = SOUTHBOUND
E = EASTBOUND, W = WESTBOUND
L = LEFT, T = THROUGH, R = RIGHT
N.S. = NOT SIGNALIZED
LOS = LEVEL OF SERVICE
* DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: Lynwood High School
INTERVAL: AM PEAK HOUR
INTERSECTION: Courtland & Wright Rd.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+ OTHER + PROJECT V/C	EX.+ OTHER + PROJECT V/C-W_IMP
NL	1	1	1700	1700	8	0	0	0.00	0.00	0.00	0.00
NT	1	1	1700	1700	108	6	50	0.07 *	0.07 *	0.10 *	0.10 *
NR	0	0	0	0	3	0	0				
SL	1	1	1700	1700	6	0	18	0.00 *	0.00 *	0.01 *	0.01 *
ST	1	1	1700	1700	73	4	40	0.05	0.05	0.08	0.08
SR	0	0	0	0	11	0	11				
EL	0	0	0	0	23	1	3				
ET	1	1	1700	1700	16	0	0	0.03 *	0.03 *	0.04 *	0.04 *
ER	0	0	0	0	18	0	14				
WL	0	0	0	0	1	0	0	*	*	*	*
WT	1	1	1700	1700	14	0	22	0.01	0.01	0.03	0.03
WR	0	0	0	0	5	0	4				
				NORTH/SOUTH CRITICAL SUMS =				0.07	0.07	0.11	0.11
ICU SPREADSHEET FILE NAME			0								
				EAST/WEST CRITICAL SUMS =				0.03	0.03	0.04	0.04
				CLEARANCE =				0.05	0.05	0.05	0.05
				ICU VALUE =				0.15	0.15	0.20	0.20
				LOS =				A	A	A	A

N = NORTHBOUND, S = SOUTHBOUND
E = EASTBOUND, W = WESTBOUND
L = LEFT, T = THROUGH, R = RIGHT
N.S. = NOT SIGNALIZED
LOS = LEVEL OF SERVICE
* DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: Lynwood High School
INTERVAL: AM PEAK HOUR
INTERSECTION: Duncan Ave. & Courtland Ave.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+ OTHER + PROJECT V/C	EX.+ OTHER + PROJECT V/C-W_IMP
NL	0	0	0	0	7	0	4				
NT	1	1	1700	1700	57	3	0	0.04	0.04	0.05	0.05
NR	0	0	0	0	8	0	4				
SL	0	0	0	0	8	0	5				
ST	1	1	1700	1700	40	2	0	0.04	0.04	0.05	0.05
SR	0	0	0	0	23	1	10				
EL	0	0	0	0	16	1	6				
ET	1	1	1700	1700	33	0	16	0.04	0.04	0.05	0.05
ER	0	0	0	0	14	1	0				
WL	0	0	0	0	5	0	0				
WT	1	1	1700	1700	25	1	16	0.02	0.02	0.03	0.03
WR	0	0	0	0	1	0	6				
				NORTH/SOUTH CRITICAL SUMS =				0.04	0.04	0.05	0.05
ICU SPREADSHEET FILE NAME			0								
				EAST/WEST CRITICAL SUMS =				0.04	0.04	0.05	0.05
				CLEARANCE =				0.05	0.05	0.05	0.05
				ICU VALUE =				0.13	0.13	0.15	0.15
				LOS =				A	A	A	A

N = NORTHBOUND, S = SOUTHBOUND
E = EASTBOUND, W = WESTBOUND
L = LEFT, T = THROUGH, R = RIGHT
N.S. = NOT SIGNALIZED
LOS = LEVEL OF SERVICE
* DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: Lynwood High School
INTERVAL: AM PEAK HOUR
INTERSECTION: Martin Luther King & Duncan Ave.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C		EXISTING + OTHER V/C		EX.+ OTHER + PROJECT V/C		EX.+ OTHER + PROJECT V/C-W_IMP	
NL	0	0	0	0	20	1	0		*		*		*		*
NT	1	1	1700	1700	37	2	0	0.04		0.05		0.05		0.05	
NR	0	0	0	0	17	1	6								
SL	0	0	0	0	42	2	6								
ST	1	1	1700	1700	15	0	0	0.05	*	0.05	*	0.06	*	0.06	*
SR	0	0	0	0	32	2	0								
EL	1	1	1700	1700	57	3	0	0.03		0.04		0.04		0.04	
ET	2	2	3400	3400	364	22	65	0.11	*	0.12	*	0.14	*	0.14	*
ER	0	0	0	0	18	1	19								
WL	1	1	1700	1700	20	1	3	0.01	*	0.01	*	0.01	*	0.01	*
WT	2	2	3400	3400	212	13	6	0.06		0.07		0.07		0.07	
WR	0	0	0	0	7	0	3								
				NORTH/SOUTH CRITICAL SUMS =				0.05		0.05		0.06		0.06	
ICU SPREADSHEET FILE NAME			0												
				EAST/WEST CRITICAL SUMS =				0.12		0.13		0.15		0.15	
				CLEARANCE =				0.05		0.05		0.05		0.05	
				ICU VALUE =				0.22		0.23		0.26		0.26	
				LOS =				A		A		A		A	

N = NORTHBOUND, S = SOUTHBOUND
E = EASTBOUND, W = WESTBOUND
L = LEFT, T = THROUGH, R = RIGHT
N.S. = NOT SIGNALIZED
LOS = LEVEL OF SERVICE
* DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: Lynwood
INTERVAL: AM PEAK HOUR
INTERSECTION: Atlantic & Martin Luther King

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+ OTHER + PROJECT V/C	EX.+ OTHER + PROJECT V/C-W_IMP
NL	1	1	1700	1700	150	0	0	0.09	0.09	0.09	0.09
NT	2	2	3400	3400	588	0	0	0.21 *	0.21 *	0.21 *	0.21 *
NR	0	0	0	0	110	0	3				
SL	1	1	1700	1700	118	0	3	0.07 *	0.07 *	0.07 *	0.07 *
ST	2	2	3400	3400	453	0	0	0.15	0.15	0.15	0.15
SR	0	0	0	0	56	0	0				
EL	1	1	1700	1700	113	0	0	0.07	0.07	0.07	0.07
ET	2	2	3400	3400	339	0	104	0.13 *	0.13 *	0.16 *	0.16 *
ER	0	0	0	0	90	0	0				
WL	1	1	1700	1700	142	0	16	0.08 *	0.08 *	0.09 *	0.09 *
WT	2	2	3400	3400	255	0	104	0.09	0.09	0.12	0.12
WR	0	0	0	0	65	0	0				

NORTH/SOUTH CRITICAL SUMS =	0.28	0.28	0.28	0.28
EAST/WEST CRITICAL SUMS =	0.21	0.21	0.25	0.25
CLEARANCE =	0.05	0.05	0.05	0.05
ICU VALUE =	0.54	0.54	0.58	0.58
LOS =	A	A	A	A

ICU SPREADSHEET FILE NAME Lywd

N = NORTHBOUND, S = SOUTHBOUND
E = EASTBOUND, W = WESTBOUND
L = LEFT, T = THROUGH, R = RIGHT
N.S. = NOT SIGNALIZED
LOS = LEVEL OF SERVICE
* DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: Lynwood
INTERVAL: AM PEAK HOUR
INTERSECTION: Martin Luther King Jr. & Wright Rd

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C		EXISTING + OTHER V/C		EX + OTHER + PROJECT V/C		EX + OTHER + PROJECT V/C-W_IMP	
NL	1	1	1700	1700	12	0	16	0.01		0.01		0.02	*	0.02	*
NT	2	2	3400	3400	163	0	18	0.05	*	0.05	*	0.06		0.06	
NR	0	0	0	0	20	0	4								
SL	1	1	1700	1700	17	0	0	0.01	*	0.01	*	0.01		0.01	
ST	2	2	3400	3400	106	0	49	0.04		0.04		0.05	*	0.05	*
SR	0	0	0	0	19	0	11								
EL	0	0	0	0	22	0	2								
ET	1	1	1700	1700	391	0	3	0.27	*	0.27	*	0.33	*	0.33	*
ER	0	0	0	0	43	0	101								
WL	0	0	0	0	26	0	32		*		*		*		*
WT	1	1	1700	1700	194	0	16	0.15		0.15		0.18		0.18	
WR	0	0	0	0	37	0	4								

NORTH/SOUTH CRITICAL SUMS =	0.06	0.06	0.07	0.07
EAST/WEST CRITICAL SUMS =	0.27	0.27	0.33	0.33
CLEARANCE =	0.05	0.05	0.05	0.05
ICU VALUE =	0.38	0.38	0.45	0.45
LOS =	A	A	A	A

ICU SPREADSHEET FILE NAME: Lywd

N = NORTHBOUND, S = SOUTHBOUND
E = EASTBOUND, W = WESTBOUND
L = LEFT, T = THROUGH, R = RIGHT
N.S. = NOT SIGNALIZED
LOS = LEVEL OF SERVICE
* DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: Lynwood
INTERVAL: AM PEAK HOUR
INTERSECTION: Courtland & Wright

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+ OTHER + PROJECT V/C	EX.+ OTHER + PROJECT V/C-W_IMP
NL	1	1	1700	1700	8	0	0	0.00	0.00	0.00	0.00
NT	1	1	1700	1700	108	0	50	0.07 *	0.07 *	0.09 *	0.09 *
NR	0	0	0	0	3	0	0				
SL	1	1	1700	1700	6	0	18	0.00 *	0.00 *	0.01 *	0.01 *
ST	1	1	1700	1700	73	0	40	0.05	0.05	0.08	0.08
SR	0	0	0	0	11	0	11				
EL	0	0	0	0	23	0	3				
ET	1	1	1700	1700	16	0	0	0.03 *	0.03 *	0.04 *	0.04 *
ER	0	0	0	0	18	0	14				
WL	0	0	0	0	1	0	0				
WT	1	1	1700	1700	14	0	22	0.01	0.01	0.03	0.03
WR	0	0	0	0	5	0	4				
NORTH/SOUTH CRITICAL SUMS =								0.07	0.07	0.10	0.10
EAST/WEST CRITICAL SUMS =								0.03	0.03	0.04	0.04
CLEARANCE =								0.05	0.05	0.05	0.05
ICU VALUE =								0.15	0.15	0.19	0.19
LOS =								A	A	A	A

ICU SPREADSHEET FILE NAME Lywd

N = NORTHBOUND, S = SOUTHBOUND
E = EASTBOUND, W = WESTBOUND
L = LEFT, T = THROUGH, R = RIGHT
N.S. = NOT SIGNALIZED
LOS = LEVEL OF SERVICE
* DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: Lynwood
INTERVAL: AM PEAK HOUR
INTERSECTION Duncan Ave & Courtland Ave.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX + OTHER + PROJECT V/C	EX + OTHER + PROJECT V/C-W_IMP
NL	0	0	0	0	7	0	4				
NT	1	1	1700	1700	57	0	0	0 04	0 04	0 05	0 05
NR	0	0	0	0	8	0	4				
SL	0	0	0	0	8	0	5				
ST	1	1	1700	1700	40	0	0	0 04	0.04	0.05	0 05
SR	0	0	0	0	23	0	10				
EL	0	0	0	0	16	0	6				
ET	1	1	1700	1700	33	0	16	0.04	0.04	0.05	0 05
ER	0	0	0	0	14	0	0				
WL	0	0	0	0	5	0	0				
WT	1	1	1700	1700	25	0	16	0.02	0.02	0.03	0.03
WR	0	0	0	0	1	0	6				
				NORTH/SOUTH CRITICAL SUMS =				0.04	0.04	0 05	0 05
				EAST/WEST CRITICAL SUMS =				0.04	0.04	0 05	0 05
				CLEARANCE =				0.05	0.05	0.05	0.05
				ICU VALUE =				0.13	0.13	0 15	0 15
				LOS =				A	A	A	A

ICU SPREADSHEET FILE NAME Lywd

N = NORTHBOUND, S = SOUTHBOUND
E = EASTBOUND, W = WESTBOUND
L = LEFT, T = THROUGH, R = RIGHT
N.S. = NOT SIGNALIZED
LOS = LEVEL OF SERVICE
* DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: Lynwood
INTERVAL: AM PEAK HOUR
INTERSECTION: Martin Luther King Jr. Blvd. & Duncan Ave.

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C	EXISTING + OTHER V/C	EX.+ OTHER + PROJECT V/C	EX.+ OTHER + PROJECT V/C-W_IMP
NL	0	0	0	0	20	0	0				
NT	1	1	1700	1700	37	0	0	0.04	0.04	0.05	0.05
NR	0	0	0	0	17	0	6				
SL	0	0	0	0	42	0	6				
ST	1	1	1700	1700	15	0	0	0.05	0.05	0.06	0.06
SR	0	0	0	0	32	0	0				
EL	1	1	1700	1700	57	0	0	0.03	0.03	0.03	0.03
ET	2	2	3400	3400	364	0	65	0.11	0.11	0.14	0.14
ER	0	0	0	0	18	0	19				
WL	1	1	1700	1700	20	0	3	0.01	0.01	0.01	0.01
WT	2	2	3400	3400	212	0	6	0.06	0.06	0.07	0.07
WR	0	0	0	0	7	0	3				

NORTH/SOUTH CRITICAL SUMS =	0.05	0.05	0.06	0.06
EAST/WEST CRITICAL SUMS =	0.12	0.12	0.15	0.15
CLEARANCE =	0.05	0.05	0.05	0.05
ICU VALUE =	0.22	0.22	0.26	0.26
LOS =	A	A	A	A

ICU SPREADSHEET FILE NAME Lywd

N = NORTHBOUND, S = SOUTHBOUND
E = EASTBOUND, W = WESTBOUND
L = LEFT, T = THROUGH, R = RIGHT
N.S. = NOT SIGNALIZED
LOS = LEVEL OF SERVICE
* DENOTES CRITICAL MOVEMENTS

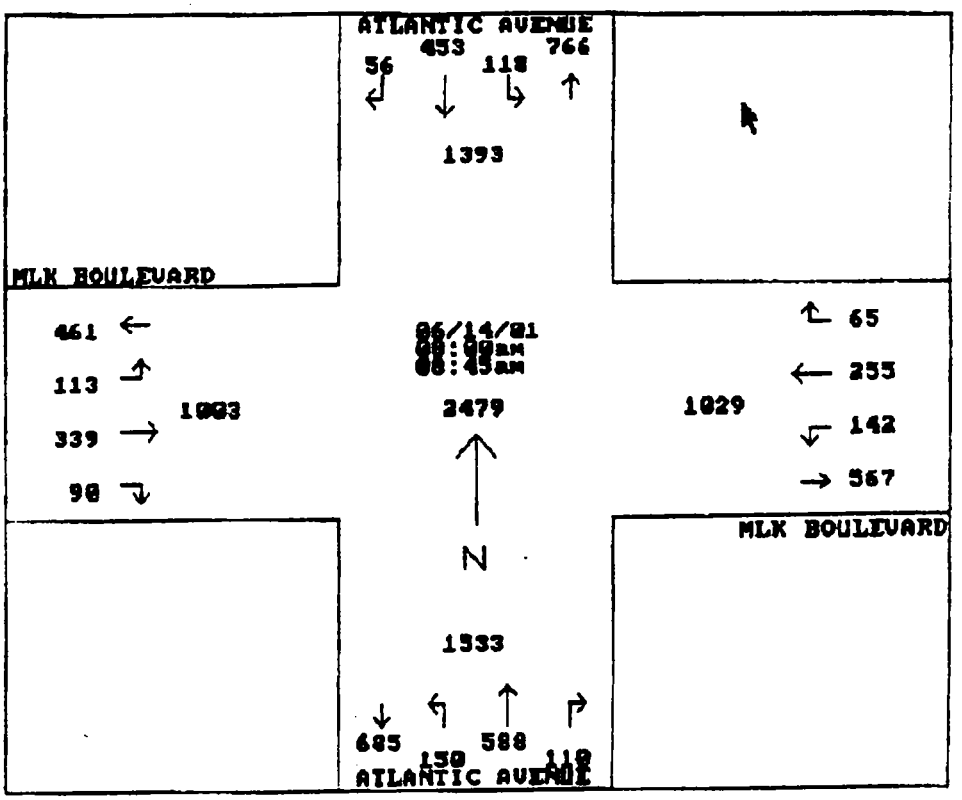
Transportation Studies, Inc.
1820 E. Garry Avenue
Suite 116
Santa Ana, CA. 92705

City : LYNWOOD
N/S Direction : ATLANTIC AVENUE
E/W Direction : MARTIN LUTHER KING BLVD.
Client : PAUL SINGER

Study Name: E0196134
Site Code : 00000924
Start Date: 06/14/01
Page : 2

TURNING MOVEMENTS

Start Time	ATLANTIC AVENUE Southbound Right	Thru	Left	MLK BOULEVARD Westbound Right	Thru	Left	ATLANTIC AVENUE Northbound Right	Thru	Left	MLK BOULEVARD Eastbound Right	Thru	Left	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 06/14/01 to 08:45 on 06/14/01													
Time	08:00			08:00			08:00			08:00			
Vol.	56	453	118	65	255	142	110	588	150	90	339	113	
Pct.	8.9	72.2	18.8	14.0	55.1	30.7	12.9	69.3	17.6	16.6	62.5	20.8	
Total	627			462			848			542			
High	08:30			08:45			08:00			08:15			
Vol.	16	119	30	17	71	37	31	148	39	21	89	28	
Total	165			125			218			138			
PHF	0.952			0.924			0.972			0.981			



DRAFT

JOINT USE AGREEMENT BETWEEN LYNWOOD UNIFIED SCHOOL DISTRICT AND CITY OF LYNWOOD

This Joint Use Agreement ("Agreement") is entered between Lynwood Unified School District ("District") and City of Lynwood ("City"), referred to collectively as the Parties, as of the ___ day of _____, 2001.

WHEREAS, the District is organized and exists as a public school district under the laws of the State of California;

WHEREAS, the City is organized and exists as a municipal corporation under the laws of the State of California;

WHEREAS, the District is the owner of certain real property situated in the City of Lynwood at which the District intends to develop, design, and construct a high school ("Project");

WHEREAS, the District has retained LPA Inc to design the Project ("Architect").

WHEREAS, Architect has prepared design documents for the Project, bearing the date _____, 2001, ("Design Documents");

WHEREAS, the Design Documents include the design of a multipurpose center, gymnasium, outdoor playing fields, performing arts center, and library ("Recreation Centers");

WHEREAS, a multipurpose center, gymnasium, outdoor playing fields, performing arts center, and library, and each of them, are recreation centers as defined in Education Code Sections 10900 et seq.;

WHEREAS, Education Code Sections 10900 et seq. authorize the City to organize, promote, and conduct community recreation programs;

WHEREAS, Education Code Sections 10900 et seq. authorize the District to grant the City the right to use the Recreation Centers for community recreational purposes;

WHEREAS, the District and the City desire to use the Recreation Centers jointly;

NOW THEREFORE, for good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, the Parties agree as follows:

1 **PROJECT DEVELOPMENT.**

1.1 **Responsibility for Development**. District shall have sole responsibility for Project development. District shall complete the Design Documents, obtain approval of the Design Documents, develop bid documents, issue construction documents, administer construction contracts, and oversee construction of the Project.

1.2 **City Review**. District shall make the Design Documents, construction documents, and construction contracts available to City for review.

1.3 **Responsibility for Costs.** City shall have no responsibility for costs of development, design, and/or construction of the Project, which costs shall be the sole responsibility of District.

1.4 **Changes to Project.** District may in its sole discretion change or delete any portion of the Project from Project development or elect not to develop the Project.

2 **PROJECT DESIGN.**

2.1 **Scope.** The Project is to be constructed in the City of Lynwood within the area bounded by Martin Luther King Jr. Boulevard, Wright Road, Cortland Avenue, and Duncan Avenue as more particularly set forth in the Design Documents. The scope of the Project is set forth in the Design Documents. The City acknowledges that the Design Documents have been reviewed by the City and incorporate all of the Project scope that the City requires for its intended use of the Project.

2.2 **Standards.** The City acknowledges that Architect's preparation of the Design Documents is based upon standards and guidelines for school construction required by the Field Act at Education Code Sections 17280 et seq. and that the Design Documents must comply with the requirements of Division of State Architect and applicable law including Americans with Disabilities Act and California Environmental Quality Act.

3 **PROJECT CONSTRUCTION.**

3.1 **Bid Documents.** District shall cause bid documents to be prepared for bidding the construction contracts. The District shall consult City regarding the timing of public bid advertisements and other bidding activities. Bidding laws and regulations for bid documents and bidding procedures shall comply with the Public Contract Code. Prior to issuance of the bidding documents, District shall furnish same to City for review.

3.2 **Contract Award.** In consultation with the City, the District shall identify the bidders to be recommended to the Board of Education for award of each construction contract. The

District shall place an item on the agenda for a regularly scheduled meeting of the Board of Education for consideration of the award of construction contracts. Action to award construction contracts is vested solely in the Board of Education.

3.3 **Contract Administration.** The District shall oversee Project construction and administer the construction contracts.

4 **PROJECT USE AND OWNERSHIP.**

4.1 **District Use of Recreation Centers.**

4.1.1 *Normal School Days.* District shall have use of the Recreation Centers during normal school days Monday through Friday throughout the regular school year, summer sessions, and inter-sessions, excluding school holidays and vacations ("Normal School Days").

4.1.2 *School Related Activities.* District shall have use of the Recreation Centers for school-related activities, events, and functions, including after-school programs, school athletics, school club activities, parent/teacher association activities, school fund-raisers, graduation ceremonies, and commencement activities, during all times in addition to Normal School Days ("School Related Activities").

4.1.3 *Calendar of School Related Activities.* On or before 1st of September of each year during the term of this Agreement, District shall provide City a calendar identifying the date, time, and nature of School Related Activities at the Recreation Centers for the upcoming school year which have been scheduled by District as of that date ("Scheduled School Related Activities")

4.2 **City Use of Recreation Centers.**

4.2.1 *City Use.* At all times other than during Normal School Days and Scheduled School Related Activities, City shall have the right to use the Recreation Centers ("City Use").

4.2.2 *Calendar of Scheduled City Use.* On or before the 1st of September of each year during the term of this Agreement, City shall provide District a calendar identifying the date, time, and nature of City's Use of the Recreation Centers for the upcoming school year which has been scheduled by City as of that date ("Scheduled City Use").

4.3 **Unscheduled Use .**

4.3.1 *Master Calendar.* Upon receipt of a calendar from the City which establishes Scheduled City Use, District shall prepare and provide City a master calendar for the Recreation

Centers which incorporates Normal School Days, Scheduled School Related Activities, and Scheduled City Use ("Master Calendar")

4.3.2 *Unscheduled Time*. Upon establishment of the Master Calendar, all time on the Master Calendar which is not allocated for Normal School Days, Scheduled School Related Activities, or Scheduled City Use shall be deemed Unscheduled Time. Either Party may use any portion of Unscheduled Time by providing the other Party notice of that Party's newly scheduled use of the Recreation Centers. District shall incorporate into the Master Calendar such newly scheduled use of previously Unscheduled Time.

4.3.3 *Normal School Days*. Notwithstanding any other provision of this Agreement, District's use of Recreation Centers for Normal School Days shall take precedence over all other use of the Recreation Centers.

4.4 **Partial Use.**

4.4.1 *Available Space*. Either Party may elect to use less than all of the available space of a Recreation Center during its use thereof under this Agreement.

4.4.2 *Shared Use*. Nothing in this Agreement is intended to limit the rights of the Parties to have shared used of any Recreation Center, as permitted by law.

4.5 **Use By Others.**

4.5.1 *Third Party Contracts*. District's and City's rights to the use of the Recreation Centers shall include the right to enter into contracts with third parties for the use of the Recreation Centers. Any contract entered into between City and a third party shall be subject to prior review and written approval of the District. All references in this Agreement to a Party's use of the Recreation Centers shall be deemed to include use by such third party.

4.5.2 *Third Party Fees*. To the extent permitted by law, District and City may charge a fee to be paid by such third party.

4.5.3 *Education Code Section 38130 et seq*. The Parties hereby acknowledge that all use of the Recreation Centers is subject to the provisions of the Civic Center Act at Education Code Sections 38130 et seq. and that use of the Recreation Centers shall comply with the provisions of that Act

4.6 **Ownership and Use of Equipment, Materials, and Personal Property**.

4.6.1 *Recreation Equipment and Materials.* City shall provide equipment and materials necessary or desirable for its programs and may, at its own expense and with prior written consent of District, permanently affix recreational equipment and/or materials to Recreation Centers. All recreation equipment and/or materials thus permanently affixed shall become property of District upon termination or expiration of this Agreement.

4.6.2 *Personal Property.* The City and District each is solely responsible for maintaining, repairing, or replacing its respective personal property located at the Project. Neither the City nor the District shall use personal property items owned by the other without the prior consent of the other Party.

4.7 **Uses not Permitted.** No unlawful activity is permitted at the Project. The sale, use, or consumption of alcoholic beverages or tobacco at the Project is not permitted. Conduct inconsistent with District policies, including those prohibiting firearms, is not permitted. City shall not permit or license any concession sales at or about the Project, nor permit placing of vending machines at the Project, without the prior written consent of District.

4.8 **Supervision of Use.** Each Party shall provide adequate staffing and appropriate supervision for each Party's use of the Project.

4.9 **Use of the Project.** Except as otherwise expressly provided in this Agreement, District shall have sole and exclusive use of the Project.

4.10 **Project Ownership.** Neither this Agreement nor any provision hereof shall be deemed to vest any ownership interest of the City in the Project or the real property upon which the Project is located. The City's rights to the Project and the real property upon which the Project is situated are limited to the use functions described in this Agreement. Ownership of the Project and the real property upon which the Project is situated remains vested solely in the District.

5 RECREATION CENTER REVENUE.

5.1 **Revenue Defined.** Revenue as used herein shall mean net proceeds from the District's or City's use of a Recreation Center after payment of all operating costs and expenses incurred in connection with such use.

5.2 **Ownership and Use of Revenue.**

5.2.1 *Recreation Centers.* Revenue of all the Recreation Centers shall be pooled and used, first, to pay operating costs of all the Recreation Centers; and, second, to pay for costs of improvements to the Recreation Centers as agreed upon by the Parties.

5.2.2 *Ownership of Revenue.* Revenue not used pursuant to Paragraph 5.2.1, if any, generated by City's use of the Project shall be the sole property of City. Revenue not used pursuant to Paragraph 5.2.1, if any, generated by District's use of the Project shall be the sole property of District.

5.2.3 *Concession Stands, Vending Machines.* Notwithstanding any other provision of this Agreement, revenue generated by concession stands or vending machines at the Project shall be the sole property of the District. Such revenue shall not be deemed revenue of a Recreation Center and is not subject to the provisions of this Paragraph 5.2.

6 RECREATION CENTER COSTS.

6.1 **City Costs.** There shall be no costs charged to the City for City's use of the Recreation Centers except as provided for in this Agreement.

6.2 **Program Operations.** Each Party shall be responsible for its respective costs incurred relating to the operation of any recreational or other program conducted by that Party at the Recreation Centers, including all program costs and expenses, supervision, employees, and incidental costs in connection therewith.

6.3 **Maintenance.** District shall perform all maintenance of the Recreation Centers to ensure cleanliness, safety, and availability for use. District shall secure the services of vendors to perform such maintenance. District's maintenance obligations hereunder shall begin at inception of use of each Recreation Center for its intended purposes. The cost of all such maintenance shall be borne equally between the Parties.

6.4 **Exclusions From Maintenance.** Costs for maintenance of the Recreation Centers shall be limited to costs for the repair or replacement of items, systems, or other elements of a Recreation Center and does not include enhancements, additions, or other modifications.

6.5 **Cleaning.** Each Party using a Recreation Center shall clean such Recreation Center prior to the other Party's use thereof and shall bear the costs of such cleaning.

6.6 **Utilities.**

6.6.1 *Recreation Centers.* District shall obtain and maintain utility services reasonably necessary for the use of the Recreation Centers.

6.6.2 *Utility Services.* Except for telephone and telecommunication costs, all costs for utility services for Recreation Centers shall be borne equally by District and City. If any utility service is not separately billed or metered by Recreation Center, District shall provide City documentation regarding utility costs allocable to the Recreation Centers.

6.6.3 *Telephone and Telecommunications.* The City and the District each shall install its own telephone and telecommunication lines and equipment for its respective use of Recreation Centers and shall be responsible for its own respective telephone and telecommunications costs.

6.6.4 *Payment for Utility Costs* City shall pay its portion of utility costs for Recreation Centers to District thirty (30) days of presentation by District of a statement to City of such costs.

7 DAMAGE OR DESTRUCTION TO PROJECT.

7.1 **Insurance Coverage.** If a Recreation Center or any portion thereof is damaged or destroyed by an event covered by insurance, District may at its sole discretion use the proceeds of such insurance to repair, replace, or rebuild such Recreation Center or the portion destroyed or damaged. If such insurance proceeds are so used, the District and the City each shall be responsible for payment of one-half of the deductible, if any, on such insurance.

7.2 **No Insurance Coverage.** If a Recreation Center or any portion thereof is damaged or destroyed by an event not covered by insurance, and the District reasonably determines that the extent of damage or destruction substantially impairs use such Recreation Center, the District shall in its sole discretion determine whether to repair, replace, or rebuild such Recreation Center.

7.3 **Responsibility of Parties.** Notwithstanding any other provision of this Agreement, if the Project or portions thereof are damaged or destroyed through abuse or neglect, the Party causing or permitting such abuse or neglect to occur shall be solely responsible for costs of repairs or replacements arising out of or related to such abuse or neglect.

8 INSURANCE.

8.1 **Coverage Amounts.** Each Party shall procure and maintain, during the period of this Agreement, comprehensive public liability insurance coverage for its acts or omissions described herein in a form satisfactory to the other Party in the following minimum amounts:

Workers Compensation	In accordance with law.
Property damage	$10,000,000
Bodily injury, including death	
Each person	$ 2,000,000
Aggregate	$ 5,000,000
Automobile Liability	$ 2,000,000

8.2 **Certificates of Insurance.** Each Party shall provide the other Party certificates of insurance setting forth the amounts of coverage, that the other Party, its employees, Board and/or Council Members are additional insureds, that such coverage is primary, and that the Party's insurer shall provide thirty (30) days' written notice to the other Party prior to any material change, termination, or cancellation of coverage.

8.3 **Third Party Insurance.** Each Party shall require all third parties that use a Recreation Center to obtain insurance upon the terms and in the amounts set forth above in this Paragraph 8 and to name the Parties, their employees, Board and Council Members as additional insureds.

9 **INDEMNITY.** The City and District each shall indemnify, defend, and hold harmless the other and the employees, Council or Board Members of the other, from any and all claims, demands, liabilities, actions, or causes of actions arising out of or related to their respective use of the Project.

10 **TERM OF AGREEMENT.** The term of this Agreement is twenty-five (25) years from the date first written above.

11 **TERMINATION OF AGREEMENT.**

11.1 **Project Development.** If development of the Project is altered to eliminate any of the Recreation Centers, this Agreement shall remain in full force and effect as to the remaining Recreation Centers. If development of the Project is altered to eliminate all of the Recreation Centers, or if District elects not to develop the Project, District shall provide City written notice of same and, in such case, this Agreement shall terminate as of the date of such notice.

11.2 **Default.** Either the District or the City may terminate this Agreement upon the default by the other Party in its performance of a material obligation under this Agreement.

11.3 **Notice of Default.** Termination of this Agreement shall be initiated by notice of the non-defaulting Party to the other setting forth the material obligations which are in default, measures required to cure default, and the time for completing the cure of default ("Notice of Default.")

11.4 **Cure of Default.** If a Party in receipt of a Notice of Default shall not immediately commence cure actions and diligently prosecute same to completion, this Agreement shall terminate fourteen (14) days from the date of the Notice of Default. If the Party receiving such Notice of Default shall immediately commence cure actions and thereafter diligently prosecute same to completion, this Agreement shall remain in full force and effect.

12 MISCELLANEOUS.

12.1 **Relationship of Parties.** Under no circumstances shall this Agreement be construed as one of agency, partnership, joint venture, or employment between the District and the City. Each Party acknowledges and agrees that it neither has, nor will give the appearance or impression of having, any legal authority to bind or commit the other Party in any way.

12.2 **Modification.** This Agreement may be amended or modified only by a subsequent agreement in writing signed by both Parties.

12.3 **Cooperation.** The Parties shall use good faith and provide mutual cooperation to effectuate the provisions of this Agreement, including providing reasonable assistance to and cooperation with other governmental agencies or others involved in the Recreation Centers, and to do all further acts as may be reasonably required in order to give full effect to the provisions of this Agreement.

12.4 **Notices.** All notices required or permitted of each Party under this Agreement shall be given in writing, by personal service, or mailed by United States mail, certified mail, postage prepaid, return receipt requested, addressed to:

If to City: City of Lynwood
11330 Bullis Road
Lynwood, CA 90262
Attn: City Manager

If to District: Lynwood Unified School District
11321 Bullis Road
Lynwood, CA 90262
Attn: Superintendent

12.5 **Severability.** Should any portion, term, condition, or provision of this Agreement be determined in a final judgment or order of a court of competent jurisdiction to be illegal, void, unenforceable, or in conflict with any law of the state of California, this Agreement shall remain in full force and effect and shall be interpreted to carry out its intent, and the remaining portions, terms, conditions, and provisions shall not be affected thereby.

12.6 **Waivers.** All waivers of any term or condition of this Agreement shall be in writing. No waiver of any term or condition shall be a waiver of any other term or condition.

12.7 **Applicable Law.** This Agreement shall be governed by and construed under the laws of the State of California and as if drafted by both Parties.

12.8 **Rights and Remedies are Cumulative**. Except as may be otherwise expressly stated in this Agreement, the rights and remedies of the Parties are cumulative, and the exercise by a Party of one or more of its right or remedies shall not preclude the exercise by it, at the same time or at different times, of any other rights or remedies for the same default or any other default by the other Party.

12.9 **Assignment.** This Agreement shall not be assignable by either Party without the express prior written consent of the other Party.

12.10 **Third Party Beneficiaries.** Nothing in this Agreement shall be construed to confer any rights upon any party not a signatory to this Agreement.

12.11 **Binding Effect.** This Agreement shall be binding upon and inure to the benefit of the Parties and their successors and assigns.

12.12 **Entire Agreement.** This Agreement including the Recitals herein represents the entire agreement of the Parties with respect to the subject matter of this Agreement and supersedes all previous discussions and agreements between the Parties with respect to the subject matter of this Agreement.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the day and year first written above.

LYNWOOD UNIFIED SCHOOL DISTRICT,
a California Public School District

By:_____

Title:_____

Approved as to Form

By:_____
Counsel for Lynwood Unified School District

CITY OF LYNWOOD,
a Municipal Corporation

By:_____

Title:_____

Approved as to Form

By:_____
Counsel for City of Lynwood

APPENDIX F
NOISE DATA

PART 2

RESPONSE TO COMMENTS

ON-SITE TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 10513-00
Project Name: LUSD Ham High School EIR

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Paul Singer, P.E., March 2001
Community Noise Descriptor: L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition Roadway Name Roadway Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix Medium Trucks	Heavy Trucks	Distance from Centerline of Roadway CNEL at 100 Feet	Distance to Contour 70 CNEL	65 CNEL	60 CNEL
Existing Traffic Volumes											
Martin Luther King, Jr. Blvd.											
west of Wright Road	4	0	8,750	40	0.5	3.0%	1.0%	60.4	-	49	106
Wright Road											
south of MLK, Jr. Blvd.	4	0	4,300	35	0.5	5.0%	2.5%	57.9	-	34	72

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway lanes.

TABLE IV-1 NEW HIGH SCHOOL MITIGATION MONITORING PROGRAM

Mitigation Measure	*Mitigation Timing*
4.10 Population and Housing	
HOUS-1: A relocation assistance plan shall be prepared by the District and approved by the City of Lynwood to identify measures to support relocation of residents that would be replaced by the proposed project. The plan shall include the following components: ▪ The District shall identify comparable housing for all 47 households that would be displaced by the proposed project ▪ Priority shall be given to housing identified within the City of Lynwood ▪ If comparable housing is not available within the City of Lynwood, housing shall be identified in adjacent communities, located within a reasonable distance from the City ▪ If the household is relocated outside of the school district, relocated households with students currently attending District schools would be permitted to continue attending these schools ▪ Professional appraisal and the marketplace shall determine the exact dollar value required for acquisition at the time of the sale	Pre-Construction
4.11 Public Services and Utilities	
PS-1: Through its existing contract with the Los Angeles County Sheriff's Office, the District shall retain additional deputies as necessary to provide adequate police services at the proposed New High School.	Prior to Occupancy
4.12 Recreation	
REC-1: Lynwood Unified School District shall accommodate public use of on-site playing fields, and other recreational facilities during non-school hours (e.g., 3:00 p.m. until 10:00 p.m., Monday through Friday, daylight hours Saturday and Sunday and holidays), subject to a Joint Use Agreement. In addition, public use of the activity center and "tot lot" shall be permitted during school hours. The District shall enter into an agreement with the City of Lynwood to allow joint use of recreational facilities developed at the school site. The complete text of the proposed Joint Use Agreement is provided in Appendix E. The Joint Use Agreement details use of Recreation Centers included as part of the proposed project by the District and the City, site ownership, recreation center revenue, and recreation center costs (including maintenance costs and responsibility). Recreation Centers are defined as the multipurpose center, gymnasium, outdoor playing fields, performing arts center, and library. The proposed Joint Use Agreement includes the following provisions: ▪ Ownership of the property lies exclusively with the District. ▪ The District shall have use of the recreation centers during normal school days, which include school days throughout the school year, summer sessions, and inter-sessions. ▪ The District shall have use of the recreation centers for scheduled school activities, which include school-related activities, events, and functions, including after-school programs, school athletics, parent-teacher association activities, etc.	Ongoing

TABLE IV-1 NEW HIGH SCHOOL MITIGATION MONITORING PROGRAM

Mitigation Measure	*Mitigation Timing*
▪ The City shall have use of the recreation centers at all times other than during normal school days and scheduled school related activities. ▪ By September 1, both the District and the School shall provide each other with a calendar identifying the date, time, and nature of use of the recreation centers that have been scheduled by that date. This information will be consolidated in order to create a master calendar. ▪ The District's use of the recreation centers shall take precedence over all other use of the recreation centers. ▪ The City and District shall each be solely responsible for maintaining, repairing, or replacing its respective personal property located at the site. ▪ The District shall perform all maintenance of the recreation centers. The District shall secure the services of vendors to perform such maintenance. The cost of maintenance shall be borne equally by both the District and the School.	
4.13 Traffic and Transportation	
TR-1: As required by the California Department of Education, the District shall update the designated safe routes to schools for the existing high school and identify safe routes to schools for the proposed high school.	Prior to Occupancy
TR-2: All bus parking, bus drop-off and pick-up of students is to be restricted to the designated areas as indicated on the site plan.	Ongoing
TR-3: "No Stopping" signs between 6:00 a.m. and 8:00 a.m. and 2:00 p.m. and 4:00 p.m. along Martin Luther King Jr. Boulevard should be posted on both sides, and Duncan Avenue and Wright Road, also on both sides.	Prior to Occupancy
TR-4: Students, faculty, and employees should park on the school site to avoid harm and inconvenience to the adjacent residential area. The District shall cooperate with the Los Angeles Sheriffs Department in responding to complaints regarding unauthorized off-campus parking.	Ongoing
TR-5: Special provisions including hand guidance and direction to events must be pre-planned and organized in a manner that will eliminate or minimize parking intrusion to the adjacent residential district. Special event parking should utilize unoccupied playing fields for overflow parking to avoid parking impacts on the adjacent residential areas.	Ongoing
CUM-1: The District shall update the designated safe routes to schools for all existing schools, at such time as the number and location of new schools has been identified.	Prior to Occupancy

I. INTRODUCTION

A. CEQA Requirements

Before approving a project, the California Environmental Quality Act (CEQA) requires the Lead Agency to prepare and certify a Final Environmental Impact Report (Final EIR). The contents of a Final EIR are specified in Section 15132 of the CEQA Guidelines, which states that:

The Final EIR shall consist of

(a) The Draft EIR or a revision of the Draft

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary

(c) A list of persons, organizations, and public agencies commenting on the Draft EIR

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process

(e) Any other information added by the Lead Agency

An overview of the contents of the Final EIR, indicating compliance with Section 15132 of the CEQA Guidelines, is provided in Section I.C (Contents and Organization of the Final EIR) of Part II of this document.

The Lead Agency (the Lynwood Unified School District) must also provide each agency that commented on the Draft EIR with a copy of the District's response to those comments at least 10 days before certifying the Final EIR. In addition, the District may also provide an opportunity for members of the public to review the Final EIR prior to certification, though this is not a requirement of CEQA.

B. Public Review Process

The Draft EIR for the Proposed New High School was circulated for review and comment by the public, agencies, and organizations for a 45-day public review period that began on January 18, 2002 and concluded on March 4, 2002. The Draft EIR was also circulated to State agencies for review through the State Clearinghouse, Office of Planning and Research. A notice of the availability of the Draft EIR for review was mailed to approximately 350 residents and property owners in the vicinity of the project site, and also posted on the proposed site (at three locations around Ham Park). A notice of availability was also placed in the Lynwood Journal on January 23, 2002. During the review period, the public, local, and State agencies submitted

written comments on the Draft EIR. During the public review period, five written comment letters on the Draft EIR were received.

C. Contents and Organization of the Final EIR

This Final EIR is composed of two distinct parts. They are as follows:

Part 1 **Draft EIR and Technical Appendices**—This part describes the existing environmental conditions on the project site, and in the vicinity of the project site; analyzes potential impacts on those conditions due to the proposed project; identifies mitigation measures that could avoid or reduce the magnitude of significant impacts; evaluates cumulative impacts that would be caused by the project in combination with other future projects or growth that could occur in the region; analyzes growth-inducing impacts; and provides a full evaluation of the alternatives to the proposed project that could eliminate, reduce, or avoid project-related impacts. Refer to the Table of Contents provided in Part I of this Final EIR for a complete list of Appendix titles.

Part 2 **Response to Comments and Mitigation Monitoring Program**—This part contains an explanation of the format and content of the Final EIR; all text changes to the Draft EIR; a complete list of all persons, organizations, and public agencies that commented on the Draft EIR; copies of the comment letters received by the LUSD on the proposed project, the Lead Agency's responses to those comments; and the Mitigation Monitoring Program (MMP).

D. Use of the Final EIR

The Final EIR allows the public and Lynwood Unified School District with an opportunity to review revisions to the Draft EIR, the response to comments, and other components of the EIR, such as the MMP, prior to approval of the project. The Final EIR serves as the environmental document to support approval of the proposed project, either in whole or in part.

After completing the Final EIR, and before approving the project, the Lead Agency must make the following three certifications as required by Section 15090 of the CEQA Guidelines:

- That the Final EIR has been completed in compliance with CEQA
- That the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project
- That the Final EIR reflects the Lead Agency's independent judgment and analysis

Additionally, pursuant to Section 15093(b) of the CEQA Guidelines, when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing its reasons for supporting the approved action. This Statement of Overriding Considerations is supported by substantial information in the record, which includes this Final EIR. Since the proposed project would result in significant, unavoidable impacts, the Lynwood Unified School District would be required to adopt a Statement of Overriding Considerations if it approves the proposed project.

These certifications, the Findings of Fact, and the Statement of Overriding Considerations are included in a separate Findings document. Both the Final EIR and the Findings will be submitted to the Lynwood Unified School District for consideration of the proposed project.

II. TEXT CHANGES TO THE DRAFT EIR

A. Format of Text Changes

Text changes are intended to clarify or correct information in the Draft EIR in response to comments received on the document, or as initiated by District staff. Revisions are shown in Section II.B as excerpts from the Draft EIR text, with a line through deleted text and a double underline beneath inserted text.

B. Text Changes

This section includes revisions to text, by Draft EIR Section, that were initiated either by Lead Agency staff or in response to public comments. The changes appear in order of their location in the Draft EIR.

Chapter 1.0, Table 1-1, page 1-13, Mitigation Measure

HAZ-2: Site preparation, grading, demolition, and post-demolition activities shall conform to the recommendations of the final Preliminary Environmental Assessment and Supplemental Site Investigation, as approved by the DTSC. In the event underground tanks, obvious or suspected contamination, or other features or materials that could present a threat to human health or the environment are discovered during grading or excavation of the site, work shall cease immediately. A risk management plan shall be prepared that: (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development; and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Lynwood Fire Department, the Los Angeles County Department of Public Works Environmental Programs Division, and the DTSC). A site health and safety plan, which meets OSHA requirements shall be prepared and in place prior to commencing work in any contaminated areas. The District, through its contractor, shall ensure proper implementation of the health and safety plan.

Chapter 1.0, Table 1-1, page 1-15, Mitigation Measure

HYD-1: The design of the proposed project shall comply with the applicable provisions of the Standard Urban Stormwater Mitigation Plan (SUSMP), and if required by the SUSMP, shall include structural or other measures to collect and treat the first ¾ inch of stormwater runoff from the site, and control peak flow discharge.

Chapter 1.0, Table 1-1, page 1-17, Impact, fourth row

Noise would not be incompatible with the levels specified in the Lynwood City Code. ~~Peak noise levels from playground and ball fields would be between 65 to 74 dBA L_{eq}, and average day-night noise levels during large events at the school ball fields would be less than 70 dBA CNEL. Ambient noise levels to the south and west are currently between 60 and 70 dBA CNEL.~~ The average noise levels monitored approximately 50 feet from a similar practice/physical education field in an existing quiet environment averaged 54.0 dBA L_{eq}. The resulting noise levels at the nearest residences along Cortland Avenue would be approximately 48.0 dBA L_{eq} which is less than the existing daytime noise level along Cortland Avenue of approximately 57.5dBA L_{eq}. These noise levels would be very similar to existing noise levels generated by recreational activities within the existing park.

Chapter 1.0, Table 1-1, page 1-19, Impact, second row

District school development projects are intended to address existing and projected enrollment. Development of the proposed project and the other school projects are intended to relieve existing overcrowding, and would not directly result in a substantial increase in population. Development of related District projects would result in the removal of a total of approximately ~~132~~ 141 dwelling units. The Relocation Plan indicates that the affected households could be relocated within a 5-mile radius.

Related projects could increase the number of households displaced. The Housing Elements of adjacent cities have policies and goals related to housing demand that may accommodate some portion of this demand. With approximately 137,000 vacant housing units in Los Angeles County the existing housing would accommodate demand associated with the related projects.

The removal of ~~132~~ 141 dwelling units would not significantly alter SCAG's 2000–25 household forecast for the City. The related demolitions do not exceed the number of units anticipated to be replaced by 2005. In addition, none of the related projects within the City would result in demolition of housing units. The City's adopted Housing Element concludes that there are suitable sites available to accommodate the City's fair share of housing need, including replacement housing.

Chapter 2.0 Project Description, first paragraph, page 2-1

This section describes the project location, the existing characteristics of the project site and the surrounding area, the need for the project, the project's objectives, the characteristic of the proposed project, and project approvals required for implementation of the proposed project. Information on the project need, the site selection process, site acquisition, and project development is presented in *Report on the Proposed New High School*, which is herby incorporated in its entirety by reference. Information from this report is included in this section.

Section 2.0 Project Description, first bulleted list, page 2-5

- *North*—Martin Luther King Jr. Boulevard, beyond which are single-family residential properties
- *South*—Cortland Street, beyond which are single-family residential properties and a mobile home park
- *East*—Wright Road, beyond which are industrial uses
- *West*—Louise, Walnut, and Duncan Avenues ~~Streets~~, beyond which are residential properties

Section 2.0 Project Description, second bulleted list, page 2-5

- 5246 Martin Luther King Jr. Blvd.
- ~~5240~~5242 Martin Luther King Jr. Blvd.
- 5234 Martin Luther King Jr. Blvd.
- 5230 Martin Luther King Jr. Blvd.
- 5224 Martin Luther King Jr. Blvd.
- 5222 Martin Luther King Jr. Blvd.
- 5212 Martin Luther King Jr. Blvd.
- 5206 Martin Luther King Jr. Blvd.
- 11404 Duncan Ave.
- 5203 Walnut Ave.
- 5207 Walnut Ave.
- 5215 Walnut Ave.
- 5219 Walnut Ave.
- 5225 Walnut Ave.
- 5229 Walnut Ave.
- 5235 Walnut Ave.
- 5241 Walnut Ave.
- 5247 Walnut Ave.
- 11500 Louise Ave.
- 11506 Louise Ave.
- 11512½ Louise Ave.
- 11522 Louise Ave.
- 11526 Louise Ave.
- 11532 Louise Ave.
- 11534 Louise Ave.
- 11540 Louise Ave.
- 11544 Louise Ave.

Section 2.0 Project Description, second paragraph, page 2-18

...Based upon a review of the initial site assessment, if DTSC determines that prior use of the site (or adjacent areas) may pose a potential health risk, a Preliminary ~~Endangerment~~ Environmental Assessment (PEA) must be prepared to further evaluate potential risks...

Section 3.6 Hazards and Hazardous Materials, Less-than-Significant Impacts, second paragraph, page 3.6-12

... The HRA (~~included as part of the PEA~~ herein incorporated in its entirety by reference) concluded that for carcinogenic exposures, the summation of risk totaled 0.5×10^{-6} (0.5 in one million) for students and 9.0×10^{-6} (9.0 in one million) for employees. In comparison to the established threshold of one in one hundred thousand (1.0×10^{-5}), carcinogenic risks fall within acceptable limits. ...

Section 3.6 Hazards and Hazardous Materials, Mitigation Measures, first paragraph, page 3.6-11

HAZ-2: Site preparation, grading, demolition, and post-demolition activities shall conform to the recommendations of the final Preliminary Environmental Assessment and Supplemental Site Investigation, as approved by the DTSC. In the event underground tanks, obvious or suspected contamination, or other features or materials that could present a threat to human health or the environment are discovered during grading or excavation of the site, work shall cease immediately. A risk management plan shall be prepared that: (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development; and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Lynwood Fire Department, the Los Angeles County Department of Public Works Environmental Programs Division, and the DTSC). A site health and safety plan, which meets OSHA requirements shall be prepared and in place prior to commencing work in any contaminated areas. The District, through its contractor, shall ensure proper implementation of the health and safety plan.

Section 3.7 Hydrology and Water Quality, first paragraph, page 3.7-3

...On January 26, 2000, the LARWQCB adopted a Standard Urban Stormwater Mitigation Plan (SUSMP) for use by builders, land developers, engineers, planners, and others to develop post-construction BMPs and urban stormwater runoff mitigation plans for projects that fall into selected categories, including certain projects greater than 100,000 square feet, which ~~therefore would~~ may apply to the proposed project. The SUSMP requires that the specified projects be designed so as to collect and treat the first ¾ inch of stormwater runoff from the site, and control peak flow discharge to provide stream channel and overbank flood protection.

Section 3.7 Hydrology and Water Quality, Mitigation Measures, page 3.7-7

HYD-1: The design of the proposed project shall comply with the applicable provisions of the Standard Urban Stormwater Mitigation Plan (SUSMP), and, if required by the SUSMP, shall include structural or other measures to collect and treat the first ¾ inch of stormwater runoff from the site, and control peak flow discharge.

Section 3.9 Noise, Less-than-Significant Impacts, last paragraph, pages 3.9-9 to 3.9-10

School operations would include noise from students using the school and the playfields as well as noise from school bells. The playfields are proposed to be located on the southern portion of the project site. The residences to the north would be shielded by the noise from the playfields by the school buildings on the northern portion of the project site. However, the residences to the south and the west of the project could be affected by potential noise from the playfields. Other studies were reviewed for typical noise levels from playgrounds and ball fields, and the findings indicate that at distances of 100 to 300 feet, peak noise levels from a typical playground and ball field would be between 65 to 74 dBA L_{eq}, ~~and average day-night noise levels during large events at the school ball~~

~~fields would be less than 70 dBA CNEL. Activities at the recreational fields would be consistent with similar activities that currently occur within the existing park. As the existing noise environmental includes noise from the adjacent freeways, the ambient noise levels to the south and west of the project site are currently between 60 and 70 dBA CNEL.~~ The average noise levels monitored approximately 50 feet from a similar practice/physical education field in an existing quiet environment averaged 54.0 dBA L_{eq} while the football team scrimmaged (including coaches whistles) and students played a game of soccer (City of Thousand Oaks, California Lutheran University Master Plan EIR, 1998). Assuming that similar noise levels for two simultaneous activities would be generated in the southern part of the campus, and that the activities would occur at least 100 feet from the nearest residences along Cortland Avenue, the resulting noise levels at these homes would be approximately 48.0 dBA L_{eq} which is less than the existing daytime noise level along Cortland Avenue of approximately 57.5dBA L_{eq}. These noise levels would be very similar to existing noise levels generated by recreational activities within the existing park. Therefore, any general athletic activities occurring at the athletic fields would not generate noise levels that exceed City standards, or cause a substantial increase in existing noise levels.

Section 3.10 Population and Housing, 1st full paragraph, page 3.10-13

Development of the proposed high school, new elementary schools and expansion of Agnes and Lugo Elementary Schools would result in the removal of a total of approximately ~~132~~ 141 dwelling units, including the 47 dwelling units that would be removed as part of the proposed project. Although the construction schedules of the proposed school projects are not currently known, some overlap of construction may occur, which would result in concurrent displacement of residents at more than location. The LUSD would be required to develop a Relocation Assistance Plan for all displaced residents, which would be consistent with the provisions of the mitigation measure identified above.

Section 3.10 Population and Housing, page 3.10-14

The removal of ~~132~~ 141 dwelling units (and ~~127~~ 135 households, if occupied at the City average) would not significantly alter SCAG's 2000–25 household forecast for the City (i.e., a difference in the growth rate of 0.9 percent). The related demolitions do not exceed the number of units anticipated to be replaced by 2005. In addition, none of the related projects within the City identified in Table 2-2 would result in demolition of housing units. The City's adopted Housing Element concludes that there are suitable sites available to accommodate the City's fair share of housing need, including replacement housing, and it has already achieved nearly one-fifth of the 979 units allocated for the 1998–2005 planning period. Therefore, the proposed project's housing impacts will not cause a significant impact on the environment, and no mitigation is required. Cumulative impacts associated with proposed project conformance with General Plan goals and policies ~~is~~ are discussed in section 3.8 (Land Use).

Section 7.1 Citations, page 7-2

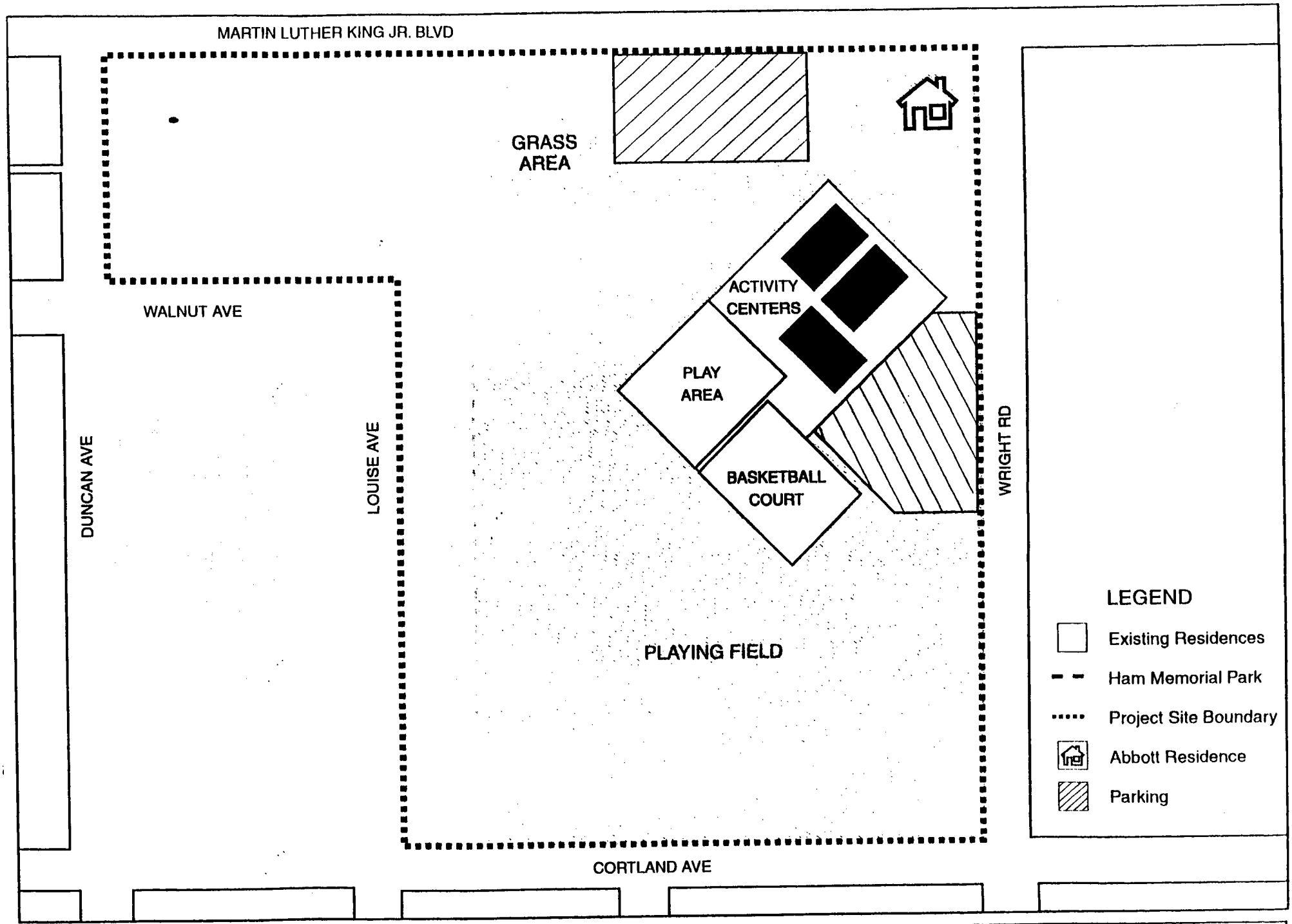
PCR Services Corporation. 2002. *Health Risk Assessment for the Proposed Lynwood High School/John Ham Park Site.* Prepared for Lynwood Unified School District. March.

San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy. 2002. *Project Status Report.* January 11.

C. Figure Changes

Figure 2-4: Project Site Existing Conditions Conceptual Drawing, page 2-6

~~Granada~~ Duncan Avenue



Not to Scale

SOURCE: City of Lynwood Land Use Map 1990

10513-00

EIP

FIGURE 2-4

Project Site Existing Conditions Conceptual Drawing

Lynwood Unified School District

III. COMMENTS AND RESPONSES

A. Overview

The Draft EIR for the Proposed New High School was circulated for review and comment by the public, agencies, and organizations for a 45-day public review period that began on January 18, 2002 and concluded on March 4, 2002. The Draft EIR was also circulated to State agencies for review through the State Clearinghouse, Office of Planning and Research. A notice of the availability of the Draft EIR for review was mailed to approximately 350 residents and property owners in the vicinity of the site, and also posted on the proposed site (at three locations around Ham Park). A notice of availability was also placed in the *Lynwood Journal* on January 23, 2002. During the review period, the public and local and state agencies submitted written comments on the Draft EIR. During the public review period, five written comment letters on the Draft EIR were received.

Table III-1 provides the following information: (1) a comprehensive list of commentors presented in alphabetical order by state agencies, regional agencies, local agencies, community groups, and individuals; the (2) reference code used to identify the commenter; and (3) the page number where the comments and responses to those comments are located. Table III-2 provides a matrix of commentors and the general environmental issues that were raised in the comments on the Draft EIR.

TABLE III-1 LIST OF COMMENTORS

Commentor No.	*Commentor*	*Commentor Code*	*Page Numbers*
	State Agencies		
1	Office of Planning and Research	OPR	III-5
2	Dept. of Transportation	DOT	III-11
	City of Lynwood		
3	City Manager's Office	Lynwood	III-15
	Individuals		
4	Luis and Petra Carcamo	Carcamo	III-49
5	Gabriel Sandoval	Sandoval	III-55

The complete text of the comments, and the LUSD's response to those comments, is presented in this section, with written comments reproduced in their entirety, and the responses to those comments presented thereafter.

TABLE III-2 SUMMARY OF ISSUES RAISED IN COMMENTS

Commenter Code	General	Project Description (1)	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Geology and Soils	Hazards and Hazardous Materials	Hydrology and Water Quality	Land Use and Planning	Noise	Population and Housing	Public Services and Utilities	Recreation	Transportation and Traffic	Alternatives
State Agencies																
OPR	✓															
DOT															✓	
City of Lynwood																
Lynwood	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Individuals																
Carcamo	✓															
Sandoval	✓															

B. Comments and Responses to Comments

Comments received on the Draft EIR are reproduced in entirety, followed by the LUSD's responses to those comments, in the following order: (1) State agencies; (2) regional agencies; (3) Los Angeles County agencies; (4) the City of Lynwood; and (5) individuals.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

State Clearinghouse

Gray Davis
GOVERNOR

Steven A. Nissen
DIRECTOR

March 5, 2002

Berha Del Rivero
Lynwood Unified School District
11321 Bullis Road
Lynwood, CA 90262

Subject: Lynwood Unified School District Proposed New High School
SCH#: 2001051139

Dear Berha Del Rivero:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 4, 2002, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
916-445-0613 FAX 916-323-3018 WWW.OPR.CA.GOV/CLEARINGHOUSE.HTML

Document Details Report
State Clearinghouse Data Base

SCH#	2001051139
Project Title	Lynwood Unified School District Proposed New High School
Lead Agency	Lynwood Unified School District

Type	EIR Draft EIR
Description	The project proposes construction of a new high school on 14.8 acres that would accommodate approximately 1,600 students. The existing Lynwood High School was originally designed with a capacity for 3,472 students, but currently enrolls approximately 4,346 students (approximately 874 students over capacity). The proposed new high school would relieve overcrowding at the existing high school by providing capacity for approximately 800 currently enrolled high school students, and accommodate enrollment growth anticipated as existing middle and elementary students grow older. No overall increase in district enrollment is projected due to the proposed project. In order to provide a site of sufficient size to accommodate the school structures and associated recreational space, the District proposes to acquire John D. Ham Memorial Park and 27 residential parcels located immediately west of the park. Ham Memorial Park occupies 10.2 acres and accommodates a number of recreational programs. The Abbott Residence, located at the southeast corner of Martin Luther King, Jr. Blvd. and Wright Road, would be relocated as part of the proposed project. The project would include approximately 162,000 gross square feet of classrooms and academic uses, gymnasium and recreational facilities, and administrative and related support space, including a multi-purpose activity center. The proposed project would include all the necessary components for the new high school, including classrooms and other educational facilities, recreational facilities such as playing fields and a gymnasium, and administrative and related support space. Approximately 416 parking spaces would be provided on the site, in a surface lot and parking structure. Playing fields, landscaped open space, and other recreational amenities would be incorporated into the proposed project. Preliminary plans indicate that lighted ball fields would not remain at the project site if the City enters in a Joint Use Agreement, as proposed by the District. The recreational facilities in the park would be made available to area residents during non-school hours, weekends, and holidays.

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Lead Agency Contact

Name	Berna Del Rivero
Agency	Lynwood Unified School District
Phone	310-886-1600
Fax	
email	
Address	11321 Bullis Road
City	Lynwood
State	CA
Zip	90262

Project Location

County	Los Angeles
City	Lynwood
Region	
Cross Streets	Martin Luther King Jr. Boulevard and Wright Road
Parcel No.	multiple
Township	3S
Range	12W
Section	LA
Base	S. Gale

Proximity to:

Highways	I-505, I-710
Airports	Compton
Railways	SPRR
Waterways	Los Angeles River
Schools	Lynwood High School
Land Use	Residential and Park Facilities, R-1 and R-2

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Forest Land/Fire Hazard; Flood Plain/Flooding; Geologic/Seismic; Job Generation; Noise; Public Services; Schools/Universities; Septic System; Sewer Capacity; Solid Waste; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission; Other Agency(ies)

Date Received 01/18/2002 *Start of Review* 01/18/2002 *End of Review* 03/04/2002

Note: Blanks in data fields result from insufficient information provided by lead agency.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 S. SPRING ST.
LOS ANGELES, CA 90012
PHONE (213) 897-4429
FAX (213) 897-1337

Flex your power!
Be energy efficient!

RECEIVED
FEB 14 2002
STATE CLEARINGHOUSE

Clear 3/04/02 e

February 6, 2002

IGR/CEQA cs/020196
DEIR
City of Lynwood
New Lynwood High School
Martin Luther King Jr./Wright Ave.
Vic. LA-710-16.59
SCH # 2001051139

Ms. Bertha del Rivero
Lynwood Unified School District
11321 Bullis Rd.
Lynwood, CA 90262

Dear Ms. Del Rivero:

Thank you for including the California Department of Transportation in the environmental review process for the above-mentioned project. Based on the information received, we have the following comments:

> All applicable transportation related safety measures will need to be implemented. We recommend the use of multi-passenger vehicles to transport students to and from the proposed school site.
>
> We recommend that construction related truck trips on State highways be limited to off-peak commute periods.
>
> If it is determined that noise from freeway traffic may have an impact on the proposed school facility, noise attenuation measures such as sound barriers and/or architectural design elements may be needed.

If you have any questions regarding our response, refer to our internal IGR/CEQA Record # cs/020196, and please do not hesitate to contact me at (213) 897-4429.

Sincerely,

Original Signed By

STEPHEN BUSWELL
IGR/CEQA Branch Chief

cc: Mr. Scott Morgan, State Clearinghouse

Responses to Letter from State of California Office of Planning and Research

Comment #	Response
OPR-1	Comment noted.
OPR-2	Comment noted.
OPR-3	Comment noted.
OPR-4	Comment noted.
Note:	Responses to the comments from the Department of Transportation are provided separately.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 S. SPRING ST.
LOS ANGELES, CA 90012
PHONE (213) 897-4429
FAX (213) 897-1337

Flex your power!
Be energy efficient!

February 6, 2002

IGR/CEQA cs/020196
DEIR
City of Lynwood
New Lynwood High School
Martin Luther King Jr./Wright Ave.
Vic. LA-710-16.59
SCH # 2001051139

Ms. Bertha del Rivero
Lynwood Unified School District
11321 Bullis Rd.
Lynwood, CA 90262

Dear Ms. Del Rivero:

Thank you for including the California Department of Transportation in the environmental review process for the above-mentioned project. Based on the information received, we have the following comments: 1

All applicable transportation related safety measures will need to be implemented. We recommend the use of multi-passenger vehicles to transport students to and from the proposed school site. 2

We recommend that construction related truck trips on State highways be limited to off-peak commute periods. 3

If it is determined that noise from freeway traffic may have an impact on the proposed school facility, noise attenuation measures such as sound barriers and/or architectural design elements may be needed. 4

If you have any questions regarding our response, refer to our internal IGR/CEQA Record # cs/020196, and please do not hesitate to contact me at (213) 897-4429. 5

Sincerely,

STEPHEN BUSWELL
IGR/CEQA Branch Chief

cc: Mr. Scott Morgan, State Clearinghouse

Responses to Letter from California Department of Transportation

Comment #	Response
DOT-1	Comment noted.
DOT-2	The Draft EIR included one project-specific mitigation measure to reduce a potentially significant impact related to traffic safety:

TR-1: As required by the California Department of Education, the District shall update the designated safe routes to schools for the existing high school and identify safe routes to schools for the proposed high school.

With inclusion of this mitigation measure, the Draft EIR concluded that the impact of the project on pedestrian safety would be reduced to a less-than-significant level.

All other project-specific impacts of the project related to traffic and circulation were determined to be less than significant. However, the following mitigation measures were included to further reduce these less than significant impacts.

TR-2: All bus parking, bus drop-off and pick-up of students is to be restricted to the designated areas as indicated on the site plan.

TR-3: "No Stopping" signs between 6:00 A.M. and 8:00 A.M. and 2:00 P.M. and 4:00 P.M. along Martin Luther King Jr. Boulevard should be posted on both sides, and Duncan Avenue and Wright Road, also on both sides.

TR-4: Students, faculty, and employees should park on the school site to avoid harm and inconvenience to the adjacent residential area. The District shall cooperate with the Los Angeles Sheriffs Department in responding to complaints regarding unauthorized off-campus parking.

TR-5: Special provisions including hand guidance and direction to events must be pre-planned and organized in a manner that will eliminate or minimize parking intrusion to the adjacent residential district. Special event parking should utilize unoccupied playing fields for overflow parking to avoid parking impacts on the adjacent residential areas.

In addition, the Draft EIR also included one project-specific mitigation measure to reduce a potentially significant cumulative impact related to traffic safety:

CUM-1: The LUSD shall update the designated safe routes to schools for all existing schools, at such time as the number and location of new schools has been identified.

With inclusion of this mitigation measure, the Draft EIR concluded that the cumulative impact of the project on pedestrian safety would be reduced to a less-

Comment #	Response
	than-significant level.
	As discussed in the Mitigation Monitoring Program included in the Final EIR, mitigation measures included in the Draft EIR are considered conditions of project approval. Approval of the project by the LUSD affirms the commitment of the District to implement the identified measures to reduce potentially significant mitigation measures to the extent feasible. Implementation of these mitigation measures would be the responsibility of the LUSD's Business Services Division.
	To extent that LUSD provides transportation of students to and from the Proposed New High School, the district will utilize multi-passenger vehicles for transport, which may include traditional school buses.
DOT-3	It is anticipated that delivery of construction materials, and disposal of solid waste from construction activities (including debris associated with demolition of existing structures) would occur throughout the typical construction day. Due to the dispersed timing of such trips, it is not anticipated that construction-related truck trips would result in any substantive impacts to State highways, including during peak traffic periods.
DOT-4	As discussed in the Draft EIR (on page 3.9-3):
	"The project is proposed to be located on a site that is between 1,000 and 1,200 feet west of the Long Beach Freeway (I-710) and between 1,200 and 1,400 feet north of the Century Freeway (I-105). These two transportation corridors are the dominant sources of background noise in the project vicinity".
	Impact N-2 acknowledged that exterior noise levels at the project site would affect school use, but that:
	"Noise generated by traffic on the nearby freeways would be attenuated by distance and shielded by the residences, industrial uses, and other obstructions between the freeways and the school site." (Draft EIR, page 3.9-8)
	To reduce potential noise effects, the Draft EIR included the following project-specific mitigation measure:
	N-2: The proposed high school shall incorporate design features and construction techniques such as minimization of glass surfaces and/or provision of double-paned windows, insulation of walls, ceilings and doors and fresh air supply systems or air conditioning, that will provide an interior noise environment that is below 50 dBA CNEL.
	With inclusion of the above mitigation measure, the impact of ambient noise levels on the proposed project would be less than significant.
DOT-5	Comment noted.

City of LYNWOOD
A City Meeting Challenges
11330 BULLIS ROAD
LYNWOOD, CALIFORNIA 90262
(310) 603-0220

March 4, 2002

Bertha del Rivero, Public Information Officer
Lynwood Unified School District
11321 Bullis Road
Lynwood, CA 90262

RE: Response to Draft EIR for proposed High School at Ham Park, Lynwood.

Dear Ms. Rivero:

The City of Lynwood appreciates the opportunity to review the Draft Environmental Impact Report (EIR) for the proposed new high school at Ham Park. Officials from the City of Lynwood and the Lynwood Unified School District have conducted several meetings regarding the proposed high school and resolving any issues or disagreements regarding the proposed project. 1

On June 27, 2001 the City of Lynwood forwarded a letter to the LUSD Board of Education summarizing various environmental and safety concerns. The LUSD held a meeting with the City of review the scope and content of the Draft EIR on September 13, 2001. 2

The City of Lynwood has reviewed the Draft EIR for the proposed high school at Ham Park. The City is a municipal government entity responsible for the health, safety and welfare of 70,000 residents throughout the City. Based on our responsibilities to the citizens, the City of Lynwood has concerns regarding water quality and hydrology, land use, noise, public services, open space and recreation, housing, and light/glare. Following is a brief summary: 3

1) Water quality and hydrology: The Draft EIR fails to identify how the LUSD would comply with the Standard Urban Stormwater Mitigation Plan (SUSMP). Grading and drainage plans to the City that are required by State Law is not identified. Compliance with Chapter 15 of the Lynwood Municipal Code (LMC) is not addressed. 4

2) Land Use: The project is inconsistent with the Open Space General Plan Land Use Designation, the Draft EIR does not imply a willingness to comply with the requirement for a conditional use permit, and development standards would be violated to include but not be limited to setbacks and building height. 5

3) Noise: The Draft EIR identifies a dBA level of 74. This far exceeds the General Plan maximum of 65dBA and the Zoning Code dBA levels between 60 and 65 based on the time of day. 6

4) Public Services: A new high school would greatly increase the need for police services provided by the Los Angeles County Sheriff. The Draft EIR does not address such levels or who would bear the cost burden. 7

5) Open Space and Recreation: The City would experience the loss of significant park area. The General Plan recommends 2.5 acres of park per 1,000 residents. Currently the City has 44 acres of park, less than one (1) acre per 1,000 or only 37% of park and open space that should be provided. The Draft EIR does not adequately address replacement of lost parkland or provisions for replacing City recreational opportunities. 8

6) Traffic and Circulation: The Draft EIR does not state how the safe school routes would be amended. The City disagrees with levels of service, traffic figures for left turns from Martin Luther King Jr. Boulevard to the subject property, and proposed mitigation measures. 9

7) Population and Housing: The State has identified the City's fair share of new housing at 967 units for the 1998 to 2005 planning period. The project proposes the loss of 47 housing units and does not identify replacement. 10

8) Light and Glare: The Draft EIR does not accurately identify the light and glare impacts on adjacent residential neighborhoods pertaining to a two-story school, up to 48 feet in height. 11

In summary, the Draft EIR does not adequately address the cumulative impacts of the Facilities Master Plan. The Draft EIR identifies the proposed five (5) new school sites and two (2) existing school expansions. The Draft EIR should also address environmental impacts associated with all the existing schools. 12

Attached for your reference is the Letter from the City Manager dated June 27, 2001. The City of Lynwood looks forward to the Final EIR addressing the above-identified issues and concerns. Please feel free to call me at (310) 603-0220, Extension 200. 13

Sincerely,

Faustin Gonzales, City Manager

Attachment: Letter from City to LUSD dated June 27, 2001

City of LYNWOOD
A City Meeting Challenges
11330 BULLIS ROAD
LYNWOOD, CALIFORNIA 90262
(310) 603-0220

ALL-AMERICA CITY

June 27, 2001

Lynwood Unified School District Board Members
C/O Bertha del Rivero,
Public Information Officer
Lynwood Unified School District
11321 Bullis Road
Lynwood, CA 90262

RE: Notice of Preparation of a Draft Environmental Impact Report, Proposed High School at John Ham Park.

Dear Ms. Rivero and School Board Members:

The City of Lynwood thanks the Lynwood Unified School District for the opportunity to review the Notice of Preparation for the Draft Environmental Impact Report for the Proposed High School at Ham Park. The City understands the need for new schools to accommodate increasing student attendance.

The City Council and their staff is responsible for the health, safety and welfare of approximately 70,000 residents citywide. The City appreciates the School District's desire to pursue an Environmental Impact Report and hopefully any potentially adverse impact can be reduced to a level of insignificance. The City has a number of concerns with the proposed Ham Park High School Project and the Initial Study. Following is a summary of questions, concerns and comments responsible City representatives have. In addition, the City requests that the School District schedule scoping meeting(s) to identify the format and content of the Environmental Impact Report.

Planning

1) The State Department of Education lists Lynwood High School with 4,129 students for the 2000-2001 School year. This consists of 1,271 Freshmen, 1,169 Sophomores, 988 Juniors and 710 Seniors. The current estimate in the Initial Study of 4,300 is overstated by 171 students. This would reduce the need from 800 students to 629 students.

2) The Initial Study indicates that the School District proposes to enter into a joint use agreement with the City for the use of Ham Park. Based on past history "appropriate times" for the City use of facilities has resulted in "no times that are appropriate." The City should assure that the Joint Use Agreement provides for specific uses, times and conditions under which the City and its residents can use the facilities which the School District can not arbitrarily cut off. Secondly, CEQA requires that mitigation measures be implementable and not deferred to some future uncertain date (Kings County Farm Bureau v. City of Hanford (5th Dist. 1990) 221 Cal.App.3d 692,727-728 (270Cal.Rptr.650). If the EIR uses the Joint Use Agreement as a Mitigation Measure for the use of Ham Park, the Agreement must be executed by both parties prior to the project approval.

3) The proposed project will have a Potentially Significant Impact on Land Use and Planning because the proposed project does conflict with the existing City of Lynwood General Plan and the existing Lynwood Zoning Code. Appropriate mitigation is the amendment of the General Plan and the Zoning Code by the City.

4) The proposed project will have a Potentially Significant Impact on Noise because the proposed project will result in a substantial permanent increase in ambient noise levels in the project vicinity above existing levels without the project.

5) The proposed project will have a Potentially Significant Impact on Population and Housing because the proposed project removes homes from the existing housing market and there is no reduction in the housing needs as established by SCAG and enforced by HCD. Under proposed legislation the City may even be fined $1,000 per unit for the homes that the District removes. HCD is requiring the City to show that it can provide over 900 new additional units of housing (per the Regional Housing Allocation (RHNA) Plan established by the Southern California Association of Governments (SCAG). The School District is posing to remove this much needed housing stock.

6) The proposed project will have a Potentially Significant Impact on Police Protection because in an actual emergency the Los Angeles County Sheriff's Department is the actual security agency that has responded to incidents at Lynwood High School and is the actual agency that will respond to the proposed project. The expense of the response by the Sheriff is currently born by the City. An appropriate mitigation measure would be a separate contract between the Sheriff and the District.

7) The proposed project will have a Potentially Significant Impact on Recreation because the proposed project reduces the actual number of acres of recreation space and reduces significantly the amount of time that that space can be used by the general public. According to the General Plan of the City of Lynwood there are only 46 acres of parkland within the City. Of this Ham Park represents 25 percent (25%) with 10 acres. Even including useable school sites there are only 97 acres of useable open space within the City. With a current population of over 69,000 persons there are only 1.4 acres of open space per 1,000 persons. The recommended standard is 4 acres per 1,000 persons, which means that the City of Lynwood should have 276 acres of open space or an additional 180 acres of useable open space. Appropriate mitigation would be for the District to replace this much needed recreational space at an alternate location.

8) Under the Alternatives Section of the Draft EIR the District should examine the alternative of "Centers of Excellence" as proposed by the City. This alternative proposes that the needs of the high school be met through construction of "Centers of Excellence."

The proposed Centers of Excellence would be devoted to: 1) a small learning community, 2) partnerships with employers, community and higher education, and 3) college prep, career-related curriculum. The dispersal of students would have a beneficial impact on traffic and public services and may be the superior environmental alternative.

The small learning community would include: academy only classes for 2-4 years, a team of teacher managers, limited voluntary enrollment, and a family like atmosphere. The Centers would provide administrator and counselor support and have other courses and activities outside of the academy.

The partnership with employers community and higher education component would include a steering committee to govern the Center, parental involvement and support, business and community speakers and role models, field trips, job shadowing, mentoring programs, workplace internships, and community service. The Center would also include articulation with post secondary education establishments.

The college preparation program would include college entrance academy classes, broadly defined career classes, contextual, applied integrated curriculum and common teacher planning time. The program would also include project based learning and college and career planning, and articulation.

The City would assist the District in identifying the appropriate academy sites, support the District with State financing, and cooperate in the mitigation of any adverse impacts that may be identified. The City believes that the Center of Excellence concept will reduce impacts to traffic and parking, services and utilities by distributing students over a broader area. The concept will also increase educational opportunities for more students.

Examples of academies that have been created within California include the following:

a. Hoover High School
b. Advance Research and Technology (Fresno/Clovis)
c. Culinary Academy (Paso Robles)
d. Technology Academy (Beaumont)
e. Technology and Hospitality (Pomona)
f. New Media (Los Angeles)
g. Concert Production (Los Angeles)
h. Junior Police (Los Angeles)
i. Human Services (Los Angeles)
j. Graphic Arts/Multi-Media (Compton)

Community Development

10) The School District should identify a contact person or department to provide information to the general public. City staff is receiving numerous phone calls and inquiries at the public counter regarding the "Facilities Master Plan." School District staff should not continue to refer citizens to the City of Lynwood offices.

11) Pursuant to the Lynwood Municipal Code, the School District should apply for the following:

General Plan Amendment
Conditional Use Permit
Environmental Assessment

The zoning applications would be subject to review and approval by the Planning Commission and City Council at a minimum of two (2) public hearings.

12) The project may have potentially significant impacts that create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Construction of two story buildings, installing new impervious surfaces and additional parking areas would require more lighting. An appropriate mitigation measure would be a detailed lighting plan identifying light locations and intensity and directing light sources away from neighboring properties.

13) The project may have potentially significant impacts that create objectionable odors affecting a substantial number of people. Construction of the high school is expected to take two (2) years according to School District staff and their consultants. Emissions from construction equipment and dust would have a detrimental effect on properties in the vicinity unless a program to reduce air emissions is created, implemented and monitored.

14) The project may 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. An appropriate mitigation measure would be a soil report that specifically identifies soil type and compaction statistics.

15) The project may substantially alter the existing drainage patter of the site or area, or substantially increase the rate or amount or surface runoff in a manner that would result in flooding on- or off-site. Construction of buildings and installation of impervious surfaces will alter and drainage patterns and possible increase water flows. An appropriate mitigation measure would be detailed grading and drainage plans that identify additional impervious surfaces and runoff quantities entering City catch basins and storm drains.

16) The project may substantially degrade water quality. Construction activities and use of a high school would increase contaminants entering storm drains. An appropriate mitigation measure would be submittal of a Standard Urban Stormwater Mitigation Plan that is now mandated by the State Regional Water Quality Control Board. Such plan would identify Best Management Practices to reduce silt and pollutants from entering storm drains.

17) The project may result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. A school is a more intensive land use than a park thereby generating additional noise. An appropriate mitigation measure would be a noise survey or acoustical study that identifies noise effects in the short-term during construction and potential noise levels in the long term.

18) The project may substantially increase traffic hazards due to a design feature or incompatible use. An appropriate mitigation measure would be a detailed traffic analysis report from a licensed traffic engineer. The analysis should focus on the intersections of Martin Luther King Jr. Boulevard and Wright Road as well as residential intersections.

19) The project may result in inadequate emergency access. An appropriate mitigation measure would be to identify emergency access route or routes into all areas of the proposed high school grounds.

20) The proposed Lynwood Unified School District Facilities Master Plan will affect Lynwood on a citywide basis. An appropriate mitigation measure would be for the School District to perform a Master EIR to assess potentially significant impacts and cumulative impacts of all proposed new schools, school expansions and school renovations may create. Maybe the Ham Park EIR could be used as a focused EIR or "tier" EIR for future projects.

21) What would be the effect of Ham Park becoming a school pertaining to the deed restriction with Los Angeles County. The Ham Park deed states the park shall always remain a park? The Los Angeles County Attorney should prove a written determination to the City Attorney.

Parks & Recreation Department

22) If Ham Park is turned into a school site without replacing the park and community center properties with equal facilities, more than 30% of the City's recreational activities will likely be lost. This is due to the fact that the City of Lynwood has a very limited inventory of park acreage, sports fields and community centers. With the loss of this park and community center there would likely be no place to relocate the activities currently conducted at this site.

23) Potential loss of the historical Ham House.

24) NRPA Park Acreage Recommendation – The National Recreation and Park Association is a national organization made up of Educators and Professionals in the field. This organization is a leading participant in the effort to set standards and guidelines for the field of Park and Recreation.
    1. NRPA recommends 10 acres per 1,000 residents. So, for a city the size of the City of Lynwood there should be 700 acres of park facilities/Open Space land.

2. The City of Lynwood has approximately 40 acres and 70,000 residents (Census 2000).
    A. Lynwood Park = 24 acres
    B. Ham Park = 14 acres
    C. Los Amigos = 2 acres
3. The City of Lynwood is short 660 acres, so according to NRPA the City of Lynwood only has, approximately 6% of the 700 acres it is recommended that we should have, the present time.
4. With the elimination of Ham Park, the City would then drop from 6% to a bit over 3% of the recommended space.

25) If the new school is built at the Ham Park site, there will be no open playgrounds for the general public in areas that would be occupied by students due to security reasons. With this in mind, citizens who live in the area of Ham Park would have to travel to Lynwood City Park or to Los Amigos Community Park for space or services that would have been readily available in their own neighborhood. This would become more critically acute during the school hours of 7:30 a.m. to 3:00 p.m.

26) Will property be bought elsewhere to replace the existing park?

27) Where will Ham Park be relocated?

28) Summer Day Camp that operates Monday through Friday 7:00 a.m. to 6:00 p.m. from mid June through early September has a very large number of participants and is traditionally located at both the Youth Center as well as the community center located in Ham Park. The Lynwood Youth Center cannot adequately house the entire Summer Day Camp Program as well as its other various programs. Where will the youth be housed if Ham Park Community Center is not available?

Public Works Department

29) Traffic Circulation/Traffic Congestion:

The proposed project may result in traffic circulation and congestion problems on Martin Luther King Jr. Boulevard and Wright Road where the main entrances to the school are most likely located. This is due to the fact that MLK is one of the City's major arterial and that carries high volume of traffic onto the southbound 710 Freeway during peak; hours, and that the roadway width of Wright Road is only 38 feet, which on accommodates one parking lane and one driving lane in each direction. Street widening may be necessary.

30) Close proximity to the 710 Freeway and Industrial Area:

The proposed school boundaries are only 700 feet from the on-ramp to the 710 Freeway and is also immediately adjacent to the industrial area on Wright Road. Since MLK Boulevard and Wright Road, north of MLK Boulevard, are truck routes, this situation would expose school students to a lot of truck traffic.

31) Parking on adjacent local streets:

Since the proposed school is a high school, it is anticipated that a number of students will drive to school. This will most likely cause spilled parking onto adjacent local streets.

32) Flood Area:

The northwest portion of Ham Park is located in the 100-year flood zone. If the proposed school structures are located in the flood zone, they have to comply with the City's Flood Ordinance.

33) Traffic Signal Installation:

Because of the close proximity to the Will Rogers School on Duncan Avenue, the proposed school will likely aggravate the school traffic on MLK Boulevard and Duncan Avenue to the point that signalization is necessary at the intersection of Duncan Avenue and MLK Boulevard.

34) Impact on street pavement and utilities:

The increase of vehicular traffic will likely result in more maintenance and more frequent roadway improvement of adjacent streets. Also, the increased use of water and sewer may require upgrading of these utility facilities to meet demand.

35) Suggested Safest Routes to Schools Map:

The proposed school will cause modifications to the Suggested Safest Routes to Schools Map and construction of required improvements.

Los Angeles County Sheriff

36) The Initial Study indicates that construction of the proposed high school would have an insignificant impact to law enforcement services. This is an incorrect statement and that the impact to law enforcement services would be significant in the following ways:

- Parking demands would require increased enforcement based on parking demands at the other Lynwood Unified School sites.

- Traffic would be impacted for both vehicular and pedestrian. This area is in an industrial area and the Ham Park site is next to an on-ff ramp of a major freeway.

- Demands for law enforcement services would increase, based on the enormous demands placed on the currently deployed field patrol deputies and the single School Resource Deputy, who is already responsible for the current 14 schools in the Lynwood Unified School District.

- The local surrounding residential and commercial streets would be impacted by traffic. These streets were not originally designed, in circa 1921, to accommodate the current expanding population and vehicular demands. Limited available land makes the widening of these streets impossible.

Thank you for the opportunity to review the Initial Study. The City of Lynwood looks forward to reviewing the Draft Environmental Impact Report and participating in "scoping meetings."

If you have any questions or concerns, please feel free to call me at (310) 603-0220, Ext. 200.

Sincerely,

Ralph W. Davis III, City Manager
City of Lynwood

cc: Lynwood City Council
Lynwood Planning Commission
Andrea Hooper, City Clerk
Lorry Hempe, Assistant City Manager
Joseph Wang, Public Works Director

Louis Morales, Planning & Redevelopment Manager
Grant Taylor, Senior Planner
Jim Given, Park & Recreation Director
Jeremy March, Deputy City Attorney
Lieutenant Michael Herek, Los Angeles County Sheriff
Michael Wagner, Planning Consultant
Greg Norman, Norman & Norman Associates
Larry Lasnik, Wong & Suarez
Mark Horne, EIP Associates

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 721-0705
Fax: (323) 726-7241

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

June 27, 2001

Ms. Lorry Hempe, Assistant City Manager
City of Lynwood
11330 Bullis Rd.
Lynwood, Ca 90262

Dear Ms. Hempe:

PROPOSED HAM PARK HIGH SCHOOL

The County of Los Angeles Department has received your request for a complete review of an Environmental Impact Review, which is in the process, and will take approximately thirty days to respond.

Ms. Hempe, based on my preliminary review of the proposed Ham Park High School, it is my determination that the proposed project will have to meet the following requirements:

- Water Flow
- Fire Department Access
- Fire Protection Systems, such as sprinklers and alarms

In addition, an evaluation of the increase fire department response level to handle an emergency incident at this facility would have to be conducted.

Should you require any additional information, or if I can be of any assistance, please feel free to contact me at (323) 721-0705.

Sincerely,

JESUS BURCIAGA, ASSISTANT FIRE CHIEF
OPERATIONS BUREAU I, DIVISION VI

JB:cq

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	BRADBURY	CUDAHY	HAWTHORNE	LA MIRADA	MALIBU	POMONA	SIGNAL HILL
ARTESIA	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE
AZUSA	CARSON	DUARTE	HUNTINGTON PARK	LAKEWOOD	NORWALK	ROLLING HILLS	SOUTH GATE
BALDWIN PARK	CERRITOS	EL MONTE	INDUSTRY	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
BELL	CLAREMONT	GARDENA	INGLEWOOD	LAWNDALE	PALOS VERDES ESTATES	ROSEMEAD	WALNUT
BELL GAR	COMMERCE	GLENDORA	IRWINDALE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOW	COVINA	HAWAIIAN GARDENS	LA CANADA-FLINTRIDGE	LYNWOOD	PICO RIVERA	SANTA CLARITA	

Jun-27-2001 10:55 From-Division 6 Chief Burciaga LACoFD +3237267241 T-289 P.002/002

Responses to Letter from City of Lynwood

Comment #	Response
Lynwood-1	Comment noted.
Lynwood-2	Comment noted.
Lynwood-3	Comment noted.
Lynwood-4	The Hydrology and Water Quality section of Draft EIR (on page 3.7-3) discusses the SUSMP. This discussion has been revised to be consistent with the requirements of the SUSMP:

> "On January 26, 2000, the LARWQCB adopted a Standard Urban Stormwater Mitigation Plan (SUSMP) for use by builders, land developers, engineers, planners, and others to develop post-construction BMPs and urban stormwater runoff mitigation plans for projects that fall into selected categories, including certain projects greater than 100,000 square feet, which may apply to the proposed project. The SUSMP requires that the specified projects be designed so as to collect and treat the first ¾ inch of stormwater runoff from the site, and control peak flow discharge to provide stream channel and overbank flood protection."

To reduce the potentially significant impacts associated with an increase in runoff from the proposed project, the Draft EIR included the following mitigation measure, which has been slightly revised to clarify SUSMP requirements, which has been revised, as shown below, to be consistent SUSMP requirements:

> HYD-1: The design of the proposed project shall comply with the applicable provisions of the Standard Urban Stormwater Mitigation Plan (SUSMP), and, if required by the SUSMP, shall include structural or other measures to collect and treat the first ¾ inch of stormwater runoff from the site, and control peak flow discharge.

When adopting the SUSMP, the LARWQCB also required that individual cities within Los Angeles County adopt an ordinance implementing the SUSMP requirements for projects over which they have jurisdiction. The City of Lynwood adopted a stormwater ordinance (No. 1500) on November 21, 2000. Compliance with the provisions of the ordinance is based upon a statement from the owner regarding compliance with the provision of the ordinance and City receipt of project plans that demonstrate compliance. Because the proposed project is subject to the design standards of the State Architect, review of the project plans is the responsibility of the Division of the State Architect (DSA).

Nevertheless, in recognition of the important benefits of the SUSMP in urban stormwater pollutants, the Draft EIR included a mitigation measure to require that design of the proposed project will incorporate measures that are consistent with

Comment #	Response
	the applicable provisions of the SUSMP. The Mitigation Monitoring Program included in this Final EIR specifies responsibility for implementation of all mitigation measures, including Mitigation Measure HYD-1. The LUSD Business Services Division will assure that the project design complies with the applicable provisions of the SUSMP.
Lynwood-5	As discussed in the Draft EIR (in Table 2-1, on page 2-8), the General Plan designation of the site is Open Space and Townhouse and Cluster Housing (7-17 units per acre). The Draft EIR also acknowledged (on page 3.8-16):

> "Inconsistencies would occur between the project and the goals and policies in the General Plan Open Space and Conservation element. Loss of City parkland would conflict with Open Space and Conservation Element Goal 1 and Policy 1. The proposed project would result in the loss of parkland in an area where there is a current shortage of parks."

The Draft EIR also acknowledged (on page 3.8-15):

> "Inconsistencies would occur with the Zoning Code General Requirements 5, 7, 8, and 10 related to setbacks and height requirements. The proposed project would include setbacks of 10 feet in the front and rear yards, where the zoning code requires 20 feet (General Requirements 5 and 8). In addition, the sideyards on Duncan and Walnut would be 0 feet, where the zoning code requires 10 feet (General Requirement 7). The proposed project would exceed the 35-foot height limit on portions of two structures: the performing arts building and the parking structure (General Requirement 10). The performing arts building includes a fly loft that is proposed at 48 feet, 2 inches. In addition, the elevator tower on the parking structure would be a maximum of 40 feet in height, although the remainder of the parking structure would be less than 30 feet in height."

The Draft EIR included the following mitigation measure to reduce potential impacts:

> LU-1: The design of the proposed project shall comply with the requirements of the State Architect.

However, even with inclusion of this mitigation measure, the Draft EIR concluded that land use impacts, including those associated with inconsistency with the certain goals and policies of the General Plan and the zoning code of the City of Lynwood would remain significant and unavoidable.

The Draft EIR indicated (on page 3.8-2) that

> "This [EIR] analysis may also be considered by the City decision makers in reviewing a Conditional Use permit for the new High School, if required."

Comment #	Response
	To the extent that the project is subject to a conditional use permit, the LUSD will comply with that requirement. However, the LUSD Board may consider a resolution to exempt the project from this requirement, pursuant to Government Code Section 53094.
Lynwood-6	The Draft EIR characterized existing noise conditions at the site as follows (on page 3.9-3)

> "The project is proposed to be located on a site that is between 1,000 and 1,200 feet west of the Long Beach Freeway (I-710) and between 1,200 and 1,400 feet north of the Century Freeway (I-105). These two transportation corridors are the dominant sources of background noise in the project vicinity. Martin Luther King Jr. Boulevard and Wright Road are local thoroughfares that are immediately adjacent to the north and east of the project site respectively, and are the primary sources of noise at the project site."

Noise monitoring conducted for the proposed project determined that typical noise levels at the site were between 57.9 and 60.4 (CNEL, at 100 feet from Wright Road and Martin Luther King Jr. Boulevard, respectively.

The Draft EIR also acknowledged that the Noise Ordinance of the Lynwood City Code establishes the following ambient noise standards for the R1 and R2 zones:

- 60 dBA L_{eq} between 7:00 A.M. and 7:00 P.M.
- 55 dBA L_{eq} between 7:00 P.M. and 10:00 P.M.
- 50 dBA L_{eq} between 10:00 P.M. and 7:00 A.M.

A violation of the Noise Ordinance will occur if the ambient noise standards are exceeded by more than 5 dBA at the property line (Code 3-12.4 and 3-12.6).

The Draft EIR has been revised on pages 3.9-9 to 3.9-10 to clarify that:

> "...at distances of 100 to 300 feet, peak noise levels from a typical playground and ball field would be between 65 to 74 dBA L_{eq}. The average noise levels monitored approximately 50 feet from a similar practice/physical education field in an existing quiet environment averaged 54.0 dBA L_{eq} while the football team scrimmaged (including coaches whistles) and students played a game of soccer (City of Thousand Oaks, California Lutheran University Master Plan EIR, 1998). Assuming that similar noise levels for two simultaneous activities would be generated in the southern part of the campus, and that the activities would occur at least 100 feet from the nearest residences along Cortland Avenue, the resulting noise levels at these homes would be approximately 48.0 dBA L_{eq} which is less than the existing daytime noise level along Cortland Avenue of approximately 57.5dBA L_{eq} identified on page 3.9-4 of the Draft

Comment # **Response**

EIR. These noise levels would be very similar to existing noise levels generated by recreational activities within the existing park. Therefore, any general athletic activities occurring at the athletic fields would not generate noise levels that exceed City standards, or cause a substantial increase in existing noise levels.

Because intermittent noise from students and school bells would occur in the daytime and would not be unusual for a school in a populated residential area, the noise would not be expected to cause discomfort or annoyance to reasonable persons at residences adjacent to the site. Noise from school students would not be incompatible with the levels specified in the Lynwood City Code. Noise generated by school operations would be less than significant."

As stated, the noise levels identified in the Draft EIR are peak noise levels. These are similar to the peak level that occur when an automobile or truck drives by an area.

The Draft EIR has been revised on pages 3.9-9 to 3.9-10 to delete the erroneous identification of athletic activities generating noise levels of up to 70 dBA CNEL. Athletic activities would only occur during daytime and early evening hours. They would not affect general evening or nighttime noise levels. As discussed above, noise levels generated during daytime hours would not exceed City standards or cause a substantial increase in existing noise levels.

Lynwood-7 As discussed in the Draft EIR (on page 3.11-4):

"An existing contract is in place between LASD and the District so that the District may employ sheriff deputies as school resources officers. These deputies provide police services to District schools only. The agreement specifies that the District may hire the number of deputies that it deems necessary to maintain security at District schools. Currently, one school resources officer serves the existing District schools, with his attention primarily focused on the high school. LASD has indicated that additional deputies are needed to provide adequate police services at the schools (Lieutenant Herek 2001, personal communication).

The Lynwood Unified School District Security Department also has responsibility to provide security services to all schools in the district, and has a combined total of 50 staff. Ten officers are located at the Lynwood High School, one officer at the continuation school, five officers each at the Lynwood Middle School and Hosler Junior High School, and one security officer each is responsible for security at the individual elementary schools in the District. The District Security Department would provide security services to the proposed New High School."

Comment # **Response**

Further, Impact PS-1 acknowledged the potential for need for additional police protection at the proposed High School, and the Draft EIR stated (on page 3.11-5):

> "The District Security Department would provide security services to the proposed New High School. As the proposed project is intended to relieve overcrowding at the existing Lynwood High School, and to provide enrollment capacity for existing middle and elementary schools students in the District, the proposed project would not increase total student enrollment.
>
> As discussed in Existing Conditions above, crime is an issue of concern in the area, and although the project would not increase population and therefore not increase the ratio of officers to population served, this issue warrants additional consideration. The sheriff department has indicated that the current staffing of one school resources officer that serves all District schools does not meet existing demands (personal communication, Lt. Herek 2001). Demands on the existing deputy are particularly concentrated at the existing high school, and the addition of a second facility would warrant the need for an additional school resources officer dedicated to that facility. Therefore, impacts on police protection would be ***significant***."

To reduce this impact, the Draft EIR included the following mitigation measure:

> PS-1: Through its existing contract with the Los Angeles County Sheriff's Office, the District shall engage additional deputies as necessary to provide adequate police services at the proposed New High School.

The Draft EIR concluded that with inclusion of the identified mitigation measure, impacts on police protection would be ***less than significant***.

The proposed mitigation measure may involve modification of an existing contract between the Lynwood Unified School District and the Los Angeles County Sheriff's Office and implementation of this mitigation measure would be the responsibility of the LUSD Business Services Division.

Lynwood-8 The Draft EIR acknowledged that loss of Ham Park would reduce parkland and recreational opportunities within the City of Lynwood and concluded that this impact on recreation would be significant. To reduce this impact, the Draft EIR included the following mitigation measure:

> REC-1: Lynwood Unified School District shall accommodate public use of on-site playing fields, and other recreational facilities during non-school hours (e.g., 3:00 P.M. until 10:00 P.M., Monday through Friday, daylight hours Saturday and Sunday and holidays), subject to a Joint Use Agreement. In addition, public use of the activity center and "tot

Comment # **Response**

lot" shall be permitted during school hours. The District shall enter into an agreement with the City of Lynwood to allow joint use of recreational facilities developed at the school site. The complete text of the proposed Joint Use Agreement is provided in Appendix E. The Joint Use Agreement details use of Recreation Centers included as part of the proposed project by the District and the City, site ownership, recreation center revenue, and recreation center costs (including maintenance costs and responsibility). Recreation Centers are defined as the multipurpose center, gymnasium, outdoor playing fields, performing arts center, and library. The proposed Joint Use Agreement includes the following provisions:

- Ownership of the property lies exclusively with the District.
- The District shall have use of the recreation centers during normal school days, which include school days throughout the school year, summer sessions, and inter-sessions.
- The District shall have use of the recreation centers for scheduled school activities, which include school-related activities, events, and functions, including after-school programs, school athletics, parent-teacher association activities, etc.
- The City shall have use of the recreation centers at all times other than during normal school days and scheduled school related activities.
- By September 1, both the District and the school shall provide each other with a calendar identifying the date, time, and nature of use of the recreation centers that have been scheduled by that date. This information will be consolidated in order to create a master calendar.
- The District's use of the recreation centers shall take precedence over all other use of the recreation centers.
- The City and District shall each be solely responsible for maintaining, repairing, or replacing its respective personal property located at the site.
- The District shall perform all maintenance of the recreation centers. The District shall secure the services of vendors to perform such maintenance. The cost of maintenance shall be borne equally by both the District and the School.

Even with inclusion of this mitigation measure, the Draft EIR concluded that the impact of the project on recreation would remain ***significant and unavoidable***.

However, as noted in the Draft EIR (on page 3.12-2):

"In order to develop the proposed high school, the District would acquire Ham Park and the adjacent residential units through voluntary sale or in accordance with State law... To the extent permitted or required by law, funds made

Comment # **Response**

available under existing State law will be used to provide recreational opportunities within the City."

Subsequent to the release of the Draft EIR, the LUSD has learned that the City of Lynwood is negotiating with CalTrans to purchase approximately 9 acres of property located east of the 710 freeway at the northeastern corner of the City to develop a park. The preliminary concept includes a small nature area with a pond, bike and walking trail, and with native vegetation. Information about this park was provided in the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, Project Status Report dated January 11, 2002. This status report includes background information about the Conservancy's activities, including a list of projects for possible funding for Proposition 13 (Safe Drinking Water, Clean Water, Watershed Protection, and Flood Protection Bond Act) funds; the status report tracks the status of those projects. This report is herein incorporated by reference and is available for review at the District offices (11321 Bullis Road, Lynwood, CA).

If the District acquires the Ham Park property, the City of Lynwood may utilize the proceeds of the sale to provide additional park space within the City, which may include the contemplated park at the northeastern corner of the City.

Lynwood-9 As discussed in the Draft EIR (on page 3.13-5):

"Pedestrian traffic to and from the proposed New High School could result in hazards to pedestrians, including students walking to and from school. This is a concern in particular due to the industrial uses immediately to the east of the school. In accord with the requirements of the California Department of Education, the District will be required to designate safe pedestrian routes to the proposed school. All high school age students within the City currently attend the one existing high school. The addition of a second high school would modify the geographic area served by the existing high school. As a result, the designated safe routes to existing schools may warrant modification. This would be a ***significant*** impact."

To reduce the potential effects of the impact, the Draft EIR identified the following mitigation measure:

TR-1: As required by the California Department of Education, the District shall update the designated safe routes to schools for the existing high school and identify safe routes to schools for the proposed high school.

Further to reduce potential cumulative impacts related to the development of new or expanded schools, one additional mitigation measure was included to address cumulative effects:

Comment # **Response**

CUM-1: The LUSD shall update the designated safe routes to schools for all existing schools, at such time as the number and location of new schools has been identified.

Designation of Safe Routes to Schools is governed by the provisions of the School Site Selection and Approval Guide, (California Department of Education, School Facilities Planning Division, 2000), and the Local Assistance Program Guidelines developed by CalTrans (2001) to administer the California Safe Routes to Schools Program. Originally approved by the State Legislature in 1999, On October 2, 2001, Governor Davis signed SB 10 (Soto) which extends the Safe Routes to School program for three more years. The program will now sunset on January 1, 2005, unless a later enacted statute deletes or extends that date.

Identification of a safe routes to schools is intended to choose the safest routes from children's homes to their school. The selection criteria includes identification of routes which cross the fewest number of streets, avoid streets with high traffic volumes, provide for travel on sidewalks and paths where available, provide good visibility, and have adequate pedestrian crosswalks, signals or other devices. In addition, the routes will also identify locations where crossing guards are needed. If necessary, the plan may also identify necessary improvements to improve pedestrian and bicycle safety, which may include additional crosswalks, signage, signals, or street markings for bicycles. Identification of safe routes to an individual school is required as part of the submittal package for architectural plans necessary for State approval.

As indicated in the Mitigation Monitoring Program included in the Final EIR, implementation of this mitigation measure would be the responsibility of the LUSD Business Services Division.

The comment states that the City disagrees with the levels of service, traffic figures for left turns from Martin Luther King Jr. Boulevard to the project site, and proposed mitigation measures. Although this comment is general in nature, this response will attempt to provide as specific information as possible.

The Levels of Service identified in the Draft EIR are based upon traffic counts (which were described in the Draft EIR), prepared by a Registered Traffic Engineer, who was recommended to the LUSD by the City. As discussed in the Draft EIR (on page 3.13-1):

> "The morning peak period traffic volumes at the study area intersections were counted on March 7, 2001, on two intersections (Atlantic/MLK, Wright Road/MLK), and on July 19, 2001, at Cortland Ave./Duncan Ave., MLK/Duncan Ave., and Wright Road/Cortland Ave."

Future intersection traffic volumes were calculated by estimating project vehicle

Comment # **Response**

trip generation (using standard trip generation rates from the Institute of Transportation Engineers' Trip Generation manual, 6th edition), and assigning those trips to the existing roadway network, based upon the trip distribution characteristics identified in the Draft EIR (with approximately 80 percent of the students arriving from the west, 10 percent from the north, and 10 percent from the south). Levels of Service that would result from cumulative traffic growth at the study intersections were estimated by increasing existing traffic volumes at a rate of 1.5 percent per year. Based on a completion of date for the proposed project of 2005, ambient traffic volumes were estimated to increase by a cumulative factor of 6.1 percent.

Figure 3.13-5 depicted current and future turning movements at the intersection of Martin Luther King Jr. Boulevard and Wright Road. As discussed in the Draft EIR (on page 3.13-8):

> "The expected volume of traffic generated by the proposed development was determined to estimate the impacts of the project on the study area streets and intersections. Table 3.13-5 shows the estimated volumes of project-generated traffic for morning peak hours at the five major intersections servicing the proposed project site. Figure 3.13-2 shows turning movements."

The Draft EIR included one project-specific mitigation measures to reduce a potentially significant impact related to traffic safety:

TR-1: As required by the California Department of Education, the District shall update the designated safe routes to schools for the existing high school and identify safe routes to schools for the proposed high school.

With inclusion of this mitigation measure, the Draft EIR concluded that the impact of the project on pedestrian safety would be reduced to a less-than-significant level.

All other project-specific impacts of the project related to traffic and circulation were determined to be less than significant. However, the following mitigation measures were included to further reduce these less than significant impacts.

TR-2: All bus parking, bus drop-off and pick-up of students is to be restricted to the designated areas as indicated on the site plan.

TR-3: "No Stopping" signs between 6:00 A.M. and 8:00 A.M. and 2:00 P.M. and 4:00 P.M. along Martin Luther King Jr. Boulevard should be posted on both sides, and Duncan Avenue and Wright Road, also on both sides.

TR-4: Students, faculty, and employees should park on the school site to avoid harm and inconvenience to the adjacent residential area. The

Comment # **Response**

District shall cooperate with the Los Angeles Sheriffs Department in responding to complaints regarding unauthorized off-campus parking.

TR-5: Special provisions including hand guidance and direction to events must be pre-planned and organized in a manner that will eliminate or minimize parking intrusion to the adjacent residential district. Special event parking should utilize unoccupied playing fields for overflow parking to avoid parking impacts on the adjacent residential areas.

In addition, the Draft EIR also included one project-specific mitigation measures to reduce a potentially significant cumulative impact related to traffic safety:

CUM-1: The LUSD shall update the designated safe routes to schools for all existing schools, at such time as the number and location of new schools has been identified.

With inclusion of this mitigation measure, the Draft EIR concluded that the cumulative impact of the project on pedestrian safety would be reduced to a less-than-significant level.

There is one mitigation measure that would require the cooperation of the City. Mitigation Measure TR-3, installation of "No Stopping" signs along Martin Luther King Jr. Boulevard, Duncan Avenue and Wright Road were suggested to further reduce potential less than significant impacts on parking. Installation of the proposed signage would require the approval of the City of Lynwood, and is therefore beyond the jurisdiction of the LUSD. This mitigation measure is considered technically feasible and would reduce potential impacts. However, even if the City of Lynwood elects not to install the proposed signage, impacts would remain less than significant because an adequate number of parking spaces would be provided at the high school to meet project demand. The EIR identifies parking requirements on page 3.13-12, in table 3.13-6. Parking requirements were determined based on demand generation ratios presented in the Institute of Transportation Engineers Parking Generation Manual. A total of 352 parking spaces would be required for the proposed school. The proposed project includes 416 parking spaces, which would exceed the necessary number of parking spaces. Implementation of all other mitigation measures would be the responsibility of the LUSD's Business Services Division.

Lynwood-10 The Draft EIR acknowledged (on pages 3.10-10 and 11) that:

"The proposed Project would result in the demolition of 47 dwelling units in the City of Lynwood. The demolition of 47 existing dwelling units would not, itself, have a significant impact on the physical environment, provided demolition proceeds in accordance with applicable demolition regulations, including those related to control of particulate matter. The demolitions could have a significant impact within the meaning of CEQA if they conflict with SCAG's long-range

Comment # **Response**

growth forecast for the City, or with adopted City housing policies. The units 47 units proposed for demolition represent 0.31 percent of the City's current housing stock."

As referenced in the Draft EIR (on page 3.10-1), the analysis in the Draft EIR was based upon a Draft Relocation Plan prepared by Pacific Relocation Consultants. As part of the relocation plan development, surveys of affected residents were conducted, and two of the 47 dwelling units on the proposed site were vacant at the time of the survey. The precise number of occupied units (i.e., households) within the site boundaries may vary over time.

Continuing with the Draft EIR text (on page 3.10-10):

> "Even if the removal of these 45 households were permanent (i.e., not replaced as new units are constructed in the City), the reduction would not significantly alter SCAG's 2000–25 household forecast for the City (i.e., a difference in the growth rate of 0.3 percent). In fact, the City's "fair share" of regional housing need anticipates replacement of 143 existing units between 1998 and 2005. The project's demolitions represent one-third of the units anticipated for replacement by 2005. The City's adopted Housing Element concludes that there are suitable sites available to accommodate all of the City's fair share of housing need, including replacement housing, and it has already achieved nearly one-fifth of the 979 units allocated for the 1998–2005 planning period. Therefore, the Project's housing impacts will not cause a significant impact on the environment, and no mitigation is required."

With respect to cumulative impacts, the Draft EIR also indicated (on page 3.10-13), that.

> "Development of the proposed high school, new elementary schools and expansion of Agnes and Lugo Elementary Schools would result in the removal of a total of approximately 132 dwelling units."

Subsequent to the preparation of the Draft EIR, the total number of dwelling units affected by related projects was modified, due to clarification of the precise site boundaries of the District's other related projects, which increased the total number to 141 units. Therefore, the text of the Draft EIR (on page 3.10-10, 1st full paragraph) is therefore modified as following.

> "Development of the proposed high school, new elementary schools and expansion of Agnes and Lugo Elementary Schools would result in the removal of a total of approximately ~~132~~ 141 dwelling units, including the 47 dwelling units that would be removed as part of the proposed project."

The text of the Draft EIR is further modified as follows:

Comment # **Response**

"The removal of ~~132~~ 141 dwelling units (and ~~127~~ 135 households, if occupied at the City average) would not significantly alter SCAG's 2000–25 household forecast for the City (i.e., a difference in the growth rate of 0.9 percent).

The slight increase in the cumulative number of units does not change the conclusion that the cumulative impact of the various school projects on housing supply would be less than significant, as the revised total of 141 units is still less than the SCAG projection of 143 units.

Because the proposed project would not impair the City's ability to add replacement housing units, no mitigation is required. In addition, development of replacement housing is not within the ability of the LUSD to effect. The mission of the Lynwood Unified School District, an intimate mid-city district bound together my mutual commitment to school excellence, is to ensure that each student achieves his or her academic and personal best through a continuously renewing system of education characterized by individual learning; services that address the needs of our students; exemplary staff; partnerships with family and community; optimal use of technology; and resources directed to maximize student opportunities for success. In addition, the financial hardship status of the District would make mitigation infeasible. However, as noted above, no mitigation is required as no significant impacts would occur.

Lynwood-11 As discussed in the Draft EIR (on page 3.1-5)

"The preliminary design of the high school does not include a significant use of glass or other reflective surfaces and therefore the proposed project would not serve as a source of substantial glare. The existing site includes security lighting and recreational lights on the existing playing fields. Similar levels of lighting would be provided around the school buildings, parking structure, and playing fields. This may increase the ambient light levels on the portions of the site that are currently occupied by residential structures; however, as portions of the site are currently lighted at night, the provision of new sources of light would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area."

As indicated in Table 2-1 (Summary of Project and Site Characteristics, on page 2-4), the height of the buildings would be:

"Generally three stories above grade (up to 35 feet), with the exception of a 48-foot fly loft on the performing arts center and 40-foot elevator tower on the parking structure."

It is anticipated that neither the fly loft of the performing arts center or the elevator tower on the project structure would be provided with night lighting. Therefore, the majority of new sources of light on the site would be associated

Comment #	Response
	with the new school buildings, which would be up to 35 feet in height.
	As noted in the Draft EIR (on page 3.1-2):
	"The urban character of the area results in prominent night lighting along roadways and building exteriors. Portions of the park, including the softball playing field, are currently lit during evening hours to provide recreational opportunities into the evening hours and for security purposes."
	Lighting along the major streets adjacent to the park, and in portions of the park include standard street light fixtures mounted on poles, which are typically 40 feet in height. Development of the proposed project and the introduction of three story structures would not result in the introduction of new sources of light and glare that are inconsistent with existing night lighting at the site.
Lynwood-12	As discussed in more detail in the Draft EIR (on page 2-8):
	"A Facilities Master Plan for Lynwood Unified School District was approved by the Board of Education on June 27, 2000. The Plan is a preliminary feasibility study prepared pursuant to State law (SB 50) to estimate future enrollment, consider options to accommodate future enrollment, and to identify existing schools which require renovation to bring them up to current instructional standards."
	The Facilities Master Plan suggested the need for up to five new schools, but did not involve approval of specific sites for the new schools. The sites for the proposed five new schools were identified through a process which was described in the Draft EIR in Section 2.6.1 (on pages 2-12 to 2-20) and Section 4.3.2 (Development at Various Sites in Lynwood) on page 4-3. The analysis in the Draft EIR of potential cumulative effects identified the following potential school projects (on page 2-14):
	"Agnes and Lugo Elementary Schools were identified as candidates for site expansions, which would permit an increase in enrollment at Lugo Elementary School from 563 to 720 students, while enrollment at Agnes Elementary School would decrease from 766 to 720 students. Five specific sites were identified for construction of new schools (which are depicted on Figure 2-7): (1) Ham Memorial Park for a new high school (the subject of this EIR); (2) Lynwood Plaza for a new middle school; (3) a site at Long Beach Boulevard and Pluma Street for Elementary School No. 1; (4) a site on Long Beach Boulevard between Palm and Carlin Avenues for Elementary School No. 2; and (5); a site on Martin Luther King Boulevard between Bullis Road and Ernestine Street for Elementary School No. 3. Other existing schools are proposed to be renovated, and permanent classrooms constructed to replace existing temporary classrooms..."

Comment #	Response
	"For the purposes of the cumulative impact analysis in this EIR, renovation of existing schools, both site expansion projects (at Agnes and Lugo Elementary Schools) and all five new schools, including the proposed project, would contribute to potential cumulative effects."
	Therefore, as described and analyzed in the Draft EIR, the cumulative impact to which the proposed project would contribute would be those including the potential environmental affects associated with new schools, expansion of existing schools, renovation of existing schools, and replacement of temporary classrooms with permanent classrooms, as well as the impacts of other related projects. This cumulative context is described in Section 2.6 of the Draft EIR.
	In general, renovation of existing schools or replacement of temporary classrooms with permanent classrooms is not anticipated to contribute substantially to cumulative effects, because those projects would not result in an increase in student enrollment, an increase in staff employment, or an increase in occupied building space. Instead, renovation of existing schools or replacement of temporary classrooms would enhance existing educational programs or improve the functionality of instructional programs.
Lynwood-13	Comment noted.
	The City attached its prior NOP comment letter, dated June 27, 2001 to its comments on the Draft EIR. Although this letter does not reflect new comments, the following responses are provided to assist the City by indicating where the comments raised in the City's written response to the Notice of Preparation (NOP) are discussed in the Draft EIR. Comment numbers refer to those used in the City's letter dated January 27, 2001.
Lynwood NOP Comment No. 1	The current enrollment of Lynwood High School is described in the Draft EIR on page 2-4 as follows:
	"The existing Lynwood High School was originally designed with a capacity for 3,472 students, but currently enrolls 4,346. It is therefore 874 students over capacity."
	This information reflects enrollment for the 2001-2002 school year.
Lynwood NOP Comment No. 2	Recreation related impacts are described in Section 3.12 of the Draft EIR. The proposed Joint Use Agreement is summarized on page 3.12-3 and 3.12-4 and the complete text is reproduced in Appendix E. Even with the implementation of the proposed agreement, the Draft EIR concludes the impact of the project on recreation would remain significant and unavoidable.

Comment #	Response
Lynwood NOP Comment No. 3	Conformance with the zoning code is discussed on pages 3.8-3 to 3.8-5 of the Draft EIR. Conformance with the General Plan is discussed on page 3.8-5 to 3.8-15 of the Draft EIR. Impact LU-1 (on page 3.8-15) acknowledges that the impact of the project on land use would be significant. The Draft EIR identified one mitigation measure to reduce this impact (Mitigation Measure LU-1, requiring compliance with the design requirements of the State Architect), however even with implementation of the identified measure, the impact would remain significant and unavoidable.
Lynwood NOP Comment No. 4	The potential noise impacts of the proposed project is discussed on pages 3.9-7 to 3.9-10 of the Draft EIR, which concluded that the project would not result in a substantial permanent increase in ambient noise levels. See also Response to Comment Lynwood-6.
Lynwood NOP Comment No. 5	The potential impact of the project on population and housing is discussed on pages 3.10-10 to 3.10-12 of the Draft EIR. The Draft EIR concluded that the project-specific and cumulative impacts of the project would be less than significant. See also Response to Comment Lynwood-10.
Lynwood NOP Comment No. 6	The potential impact of the project on police protection is discussed in the Draft EIR on page 3.11-5. The Draft EIR concluded that the project would result in a significant impact on police protection services, and identified a mitigation measure (PS-1, requiring modification of the existing contract between the LUSD and the Los Angeles County Sheriff) which would reduce this impact to a less-than-significant level. Refer also to Response to Comment Lynwood-7.
Lynwood NOP Comment No. 7	Existing recreational facilities in the City of Lynwood are described in the Draft EIR on page 3.12-1. The potential loss of parkland was acknowledged as impact REC-1 on pages 3.12-2 to 3.12-4. A joint use agreement was identified as potential mitigation (Mitigation Measure REC-1), however even with implementation of this measure, the Draft EIR concluded the impact of the project on recreation would remain significant and unavoidable. See also Response to Comment Lynwood-8.
Lynwood NOP Comment No. 8	Alternatives to the proposed project are discussed in Section 4 of the Draft EIR, on pages 4-1 to 4-33. The alternative concept suggested by the City was addressed in Section 4.4 of the Draft EIR on pages 4-16 to 4-22. The Draft EIR concluded (on page 4-22) that the suggested alternative could relieve overcrowding at the existing Lynwood High School; and expand enrollment capacity to meet projected enrollment demand. Because development would occur at two sites, only one site (at Ham Park) could provide physical education programs, as a result, the other high school site would not offer physical education facilities. Because of the limited land area at Ham Park, a full range of academic programs (including the arts) could not be accommodated. Therefore, this alternative would not meet the objective to offer a full range of academic programs (including physical education)

Comment #	Response
	for 1,600 students on a contiguous site. In addition, the Draft EIR concluded (on page 4-23) that Alternative 4 would result in greater recreation and land use impacts compared to the proposed project, substantial delays in the completion of a new high school, and greater costs, for which there is no apparent source of funding.
Lynwood NOP Comment No. 9	*Note*: the City's letter dated June 27, 2001 did not include an item #9.
Lynwood NOP Comment No. 10	The Notice of Preparation, Notice of Availability, and Draft EIR (on page 1-4) all identified the LUSD Public Information Officer, Bertha del Rivero, as the contact person regarding the proposed project.
Lynwood NOP Comment No. 11	To the extent required, the LUSD will apply for appropriate City approvals. See also Response to Comment Lynwood-5
Lynwood NOP Comment No. 12	The potential for the project to result in light and glare impacts is discussed in the Draft EIR on page 3.1-5. The Draft EIR concluded the project would result in less than significant impacts to light and glare. See also Response to Comment Lynwood-11.
Lynwood NOP Comment No. 13	The potential for the project to result in odors or air emissions is discussed in the Draft EIR on pages 3.2-8 to 3.2-12. The Draft EIR concluded that the project's impacts on air quality would be less than significant.
Lynwood NOP Comment No. 14	The potential for the project to be located on expansive soils is discussed in the Draft EIR on page 3.5-8. The geotechnical report prepared for the project concluded that "...the soils at the proposed project site have a very low expansion potential."
Lynwood NOP Comment No. 15	The potential for the project to alter the existing site drainage patterns or substantially increase runoff is discussed in the Draft EIR on pages 3.7-7 to 3.8-9. The Draft EIR concluded that the project could result in a potentially significant impact related to an increase in runoff and stormwater contaminants from. Implementation of Mitigation Measure HYD-1 (compliance with the requirements of the Standard Urban Stormwater Mitigation Plan) would reduce these impacts to a less-than-significant level. See also Response to Comment Lynwood-4.
Lynwood NOP Comment No. 16	See Response to Lynwood NOP Comment No. 15 (above).
Lynwood NOP Comment No. 17	The potential noise impacts of the proposed project is discussed on pages 3.9-7 to 3.9-10 of the Draft EIR., which concluded that the project would not result in a substantial permanent increase in ambient noise levels. See also Response to

Comment #	Response
	Comment Lynwood-6.
Lynwood NOP Comment No. 18	The potential impacts of the project on traffic and circulation are discussed in the Draft EIR on pages 3.13-5 to 3.13-13. The analysis in the Draft EIR was based upon a technical study prepared by the licensed traffic engineer. See also Response to Comment Lynwood-9.
Lynwood NOP Comment No. 19	The potential for the project to result in impacts to an emergency response plans is discussed in the Draft EIR on pages 3.6-11 and 3-6.12. The Draft EIR concluded that the project could result in a potentially significant impact to the existing adopted emergency response plan and included a mitigation measure (HAZ-4, to require LUSD notification to affected agencies) which would reduce this impact to a less-than-significant level.
Lynwood NOP Comment No. 20	The potential for future LUSD school project to contribute to cumulative impacts is discussed in the Draft EIR in Section 2.6.1 (on pages 2-12 to 2-20). See also Response to Comment Lynwood-12.
Lynwood NOP Comment No. 21	When the County of Los Angeles transferred the land for Ham Park to the City of Lynwood, the transfer included a deed restriction, which limited the City's use of the site to parkland and included a reversionary interest to the County, in the event that the City ceased to use the land for a park. In order to develop the project at the proposed site, the LUSD would be required to acquire the County's interest in the property through voluntary sale or in accordance with State law. The District will address this issue, which is not associated with any environmental impacts, with the County of Los Angeles, to the extent necessary.
Lynwood NOP Comment No. 22	The potential for the project to result in a loss of recreational space and parkland is addressed in the Draft EIR on pages 3.12-2 to 3.12-5. See also Response to Lynwood NOP Comment No. 7 and Response to Comment Lynwood-8.
Lynwood NOP Comment No. 23	The potential impact of the project on the Abbott Residence (AKA Ham House) is addressed in the Draft EIR on pages 3.4-7 to 3.4-10. The Draft EIR concludes that the project could have a significant impact on a historical resource, and included a range of mitigation measures (CR-1 to CR-4) that would reduce this impact to a less-than-significant level. However, the District has been unable to secure access to the Abbott Residence to determine whether the building has retained sufficient structural integrity to allow its relocation. As noted on page 3.4-10 of the Draft EIR, due to the unknown structural integrity of the building, if mitigation is infeasible because the Abbott Residence cannot be relocated, the impact of the project would remain significant and unavoidable.
Lynwood NOP Comment No. 24	The potential for the project to result in a loss of recreational space and parkland, and potential mitigation for that loss is addressed in the Draft EIR on pages 3.12-2 to 3.12-5. See also Response to Lynwood NOP Comment No. 7 and Response to

Comment #	Response
	Comment Lynwood-8.
Lynwood NOP Comment No. 25	The availability of a playground (AKA "tot lot") and a city function room during non-school hours is discussed in the Draft EIR (on page 2-10). See also Response to Lynwood NOP Comment No. 7 and Response to Comment Lynwood-8.
Lynwood NOP Comment No. 26	The potential for the project to result in a loss of parkland and potential mitigation for that loss is addressed in the Draft EIR on pages 3.12-2 to 3.12-5. See also Response to Lynwood NOP Comment No. 7 and Response to Comment Lynwood-8.
Lynwood NOP Comment No. 27	The potential for the project to result in a loss of Ham Park and potential mitigation for that loss is addressed in the Draft EIR on pages 3.12-2 to 3.12-5. See also Response to Lynwood NOP Comment No. 7 and Response to Comment Lynwood-8.
Lynwood NOP Comment No. 28	The potential for the project to result in a loss of recreational program space and potential mitigation for that loss is addressed in the Draft EIR on pages 3.12-2 to 3.12-5. As discussed in that section, the school would be able to accommodate the City's summer day camp program. See also Response to Lynwood NOP Comment No. 7 and Response to Comment Lynwood-8.
Lynwood NOP Comment No. 29	The potential impacts of the project on traffic and circulation are discussed in the Draft EIR on pages 3.13-5 to 3.13-13. The Draft EIR concluded that potential impacts to pedestrian safety would be significant, and identified mitigation (TR-1, requiring the identification of safe routes to the school) that would reduce that impact to a less-than-significant level. All other traffic and circulation impacts of the project were identified as less than significant, therefore no street widening is required. See also Response to Comment Lynwood-9.
Lynwood NOP Comment No. 30	The potential impacts of the project on traffic and circulation are discussed in the Draft EIR on pages 3.13-5 to 3.13-13. The Draft EIR concluded that potential impacts to pedestrian safety would be significant, and identified mitigation (TR-1, requiring the identification of safe routes to the school) that would reduce that impact to a less-than-significant level. See also Response to Comment Lynwood-9.
Lynwood NOP Comment No. 31	The potential impacts of the project on parking in the adjacent neighborhood are discussed in the Draft EIR on pages 3.13-11 to 3.13-13. The Draft EIR concluded that potential parking impacts would be less than significant, however mitigation measures (TR-3, TR-4 and TR-5) were identified to further reduce potential impacts. See also Response to Comment Lynwood-9.
Lynwood NOP Comment No. 32	The potential for structures to be located within an area subject to flooding in a 100-year storm is addressed in the Draft EIR on pages 3.7-8 and 3.7-9. The Draft EIR identified a mitigation measure (HYD-2 requiring design or siting to reduce flooding hazards, or compliance with applicable Lynwood City Code provisions) to

Comment #	Response
	reduce this impact to a less-than-significant level.
Lynwood NOP Comment No. 33	The potential impacts of the project on traffic and circulation are discussed in the Draft EIR on pages 3.13-5 to 3.13-13. The Draft EIR concluded that potential impacts to pedestrian safety would be significant, and identified mitigation (TR-1, requiring the identification of safe routes to the school) that would reduce the impact to a less-than-significant level. All other traffic and circulation impacts of the project were identified as less than significant, therefore no installation of signal lights is required. See also Response to Comment Lynwood-9.
Lynwood NOP Comment No. 34	The potential traffic related impacts of the proposed project are addressed in the Draft EIR on pages 3.13-5 to 3.13-13. The relatively low project-related traffic volumes are unlikely to result in deterioration of street pavement. The potential effects of increased demand of sewer and water was addressed in the Draft EIR on pages 3.11-6 and 3.11-7. The Draft EIR concluded these impacts would be less than significant.
Lynwood NOP Comment No. 35	The potential impacts of the project on traffic and circulation are discussed in the Draft EIR on pages 3.13-5 to 3.13-13. The Draft EIR concluded that potential impacts to pedestrian safety would be significant, and identified mitigation (TR-1, requiring the identification of safe routes to the school) that would reduce that impact to a less-than-significant level. See also Response to Comment Lynwood-9.
Lynwood NOP Comment No. 36	The potential impact of the project on police protection is discussed in the Draft EIR on page 3.11-5. The Draft EIR concluded that the project would result in a significant impact on police protection services, and identified a mitigation measure (PS-1, requiring modification of the existing contract between the LUSD and the Los Angeles County Sheriff) which would reduce this impact to a less-than-significant level. Refer also to Response to Comment Lynwood-7.

February 8, 2002

Bertha Del Rivero
Lynwood unified school District
11321 Bullis Road
Lynwood CA 90262

From: Luis & Petra Carcamo

Dear: Miss Del Rivero

Thank you, for all the good things that the district is trying do for our city. 1

Our name are Luis & Petra Carcamo, the reason that I'm writing to you is to get more information in the project for the new high School. 2

We would like to know how is this going to affect our properties and if it does how soon this project is going to take effect. 3

Properties located:
11534 Duncan Ave.
11536 Duncan Ave.
Lynwood CA 90262

E-mail address: ponyclouds@aol.com 4

Mailing address
Luis & Petra Carcamo
P.O. Box 1085
Paramount, CA 90723

Home ph#. 562) 864-6992

Thank you, please send any correspond to my P.O. Box listed, hope to hear from you soon.

Thank you,

Petra Carcamo

Responses to Letter from Luis and Petra Carcamo

Comment #	Response
Carcamo-1	Comment noted.
Carcamo-2	Comment noted.
Carcamo-3	The properties listed by the commenter (at 11534 and 11536 Duncan Avenue) are located on the eastern side of Duncan Avenue, approximately 100 feet south of Walnut Avenue, south and west of the proposed site. As discussed in the Draft EIR (Section 2.0, Project Description), the proposed project would result in the construction of a new High School on a 14.8-acre site currently occupied by Ham Memorial Park and 27 adjacent residential parcels located west of the proposed project. The proposed project would result in the demolition of Ham Park and the existing residential structures located along the eastern side of Louise Avenue (between Cortland Street and Walnut Avenue) and within in the area bounded by Walnut Avenue, Duncan Avenue, Martin Luther King Jr. Boulevard and Ham Park. The Draft EIR identifies all significant environmental impacts of the proposed project and identifies mitigation measures to reduce such impacts to the extent necessary. Although it would be infeasible for the EIR to provide a detailed analysis of the impacts as they relate to each individual, for information purposes, these responses are intended to assist the commenter in finding the relevant information in the Draft EIR and to clarify the potential impacts as they relate to the referenced location. Implementation of the proposed project would result in significant and unavoidable impacts to Land Use (inconsistency with policies and goals of the City of Lynwood zoning code and general plan) and Recreation (loss of parkland and recreational). With incorporation of the identified mitigation measures, impacts would be less than significant for the following environmental areas: Cultural Resources (relocation of the Abbott Residence, impacts to unknown archaeological resources); Geology and Soils (increase in soil erosion and exposure of persons and property to seismic shaking); Hazards and Hazardous Materials (demolition of existing structures, grading of the site, and modification of emergency response plans); Hydrology and Water Quality (erosion during construction, release of stormwater contaminants during operation, and construction of structures within a 100-year flood hazard zone); Noise (construction noise and ambient noise impacts on school operations); Public Services (increased demand for police protection services); and Traffic and Circulation (hazards to pedestrians). Refer to Table 1-1, beginning on page 1-8 in the Draft EIR for a summary of impacts, mitigation measures, and significance after mitigation of each impact.

Comment # **Response**

Of the impacts identified above, the effects of some impacts would be limited to the boundaries of the site (e.g., relocation of the Abbott Residence) and therefore would not directly affect properties in the vicinity of the project site. Some impacts of the project have the potential to result in off-site impacts (e.g., wind or water erosion of exposed soils) and could directly affect nearby properties. Other impacts may have the potential to indirectly affect nearby properties (e.g., loss of parkland, which would reduce recreational opportunities for nearby residents). The following discussion clarifies the potential for direct and indirect effects that may be associated with nearby locations or may be of interest to the neighbors.

Direct Effects

The following impacts, all of which would be mitigated to a less-than-significant level through implementation of the mitigation measures identified in the Draft EIR, were identified in the Draft EIR: an increase in soil erosion during construction (which could result in off-site deposition of soil but would be mitigated by compliance with the Statewide General Construction Activity Stormwater permit); the demolition of existing structures and grading of the site (which could result in the release of hazardous substances present in the structures or soil but would be mitigated by use of licensed subcontractors and compliance with applicable regulations, preparation of a risk management plan, and conduction of additional soil sampling following demolition activities); water erosion during construction (which could result in off-site deposition of eroded soil but would be mitigated by compliance with the provisions of the Standard Urban Stormwater Mitigation Plan [SUSMP]); release of stormwater contaminants during operation (which could result in degradation of runoff water quality but would be mitigated by compliance with the provisions of the SUSMP); and construction noise (which could result in intermittent noise levels that exceed applicable standards but would be mitigated by implementation of best management practices). With inclusion of the mitigation measures identified in the Draft EIR, all of these direct off-site impacts would be reduced to less-than-significant levels. Refer to Table 1-1, beginning on page 1-8 in the Draft EIR for a summary of impacts, mitigation measures, and significance after mitigation of each impact.

Indirect Effects:

The Draft EIR identified the following significant and unavoidable indirect impacts from the project: loss of parkland and recreational opportunities and inconsistency with zoning and general plan. In addition, the following impacts could indirectly affect the subject properties; however, all of these impacts would be addressed and reduced through the implementation of the mitigation measures identified on the Draft EIR: modification of emergency response plans (which could impact emergency response times but would be mitigated by notification and

Comment #	Response
	cooperation with the fire and sheriff departments); increased demand for police protection services (which could affect the provision of police protection services but would be mitigated by use of the District's existing contract to retain additional deputies as necessary); and hazards to pedestrians (due to additional pedestrian and vehicular traffic, this impact would be mitigated by updates to the safe routes to schools for the existing and proposed high school). With implementation of the identified mitigation measures, each of those impacts would be reduced to a less-than-significant impact.
Carcamo-4	Comment noted.

To: Bertha del Rivero, Public Info Officer
Lynwood Unified School District
From: Gabriel Sandoval, concerned Resident

Date: Feb. 4, 2002
Subj: Lynwood Unified School District Proposed New High School

1 I am in full agreement w/ the proposed construction of the new High School on the John D. Ham Memorial Park area. If everything is in place for the construction of the school... the land, the resources, and funding ... I see no reason why the students of Lynwood should be denied an excellent education. By giving them a great school that actually accomodates them and a great teaching staff we will be able to effectively educate all our students. The benefits of building this much needed school far exceeds the cons.

2 I fully support this highly beneficial project.

Sincerely,
Gabriel V. Sandoval

Responses to Letter from Gabriel Sandoval

Comment #	Response
Sandoval-1	Comment noted.
Sandoval-2	Comment noted.

IV. MITIGATION MONITORING PROGRAM

A. Introduction

The California Environmental Quality Act (CEQA) requires the adoption of feasible mitigation measures to reduce the severity and magnitude of potentially significant environmental impacts associated with project development. The Final Environmental Impact Report (Final EIR) for the New High School (State Clearinghouse No. 2001051139) includes project-specific mitigation measures to reduce the potential environmental effects of the proposed project.

Monitoring of the implementation of adopted mitigation measures is required by Public Resources Code Section 21081.6. The Final EIR for the proposed project provides a list of both the project-specific and LRDP mitigation measures, and describes the process whereby the mitigation measures would be monitored. Following certification of the Final EIR and approval of this Mitigation Monitoring Program (MMP) by the LUSD, the project-specific mitigation measures included in the Final EIR would be monitored as described in this Mitigation Monitoring Program.

Purpose

The purpose of the New High School Mitigation Monitoring Program is to ensure compliance with all mitigation measures to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project that were identified in the Final EIR. Implementation of this MMP shall be accomplished by the LUSD. Project-specific mitigation measures will be implemented (1) as part of design development of the project; (2) during project construction; or (3) as part of project operations.

Responsibilities and Duties

In general, monitoring will consist of demonstrating that mitigation measures were implemented, and that the responsible unit monitored the implementation of the measures. The responsible unit for determining compliance with all mitigation measures will be the LUSD Business Services Division. Monitoring will consist of determining whether

- The specific issues identified in the mitigation measures were considered in the design development phase;
- Construction contracts included the provisions specified in the mitigation measures;
- The required actions specified in the mitigation measures occurred prior to or during construction; and

- Ongoing administrative activities included the provisions identified in the mitigation measures

Any concerns between monitors and construction personnel shall be addressed by the LUSD Project Manager. The contractor shall prepare a construction schedule subject to review and approval by the LUSD Project Manager.

B. List of Mitigation Measures

All project-specific mitigation measures included in the Final EIR for this project would be monitored as described above. These measures are listed in Table 4-1.

TABLE IV-1 NEW HIGH SCHOOL MITIGATION MONITORING PROGRAM

Mitigation Measure	*Mitigation Timing*
4.1 Aesthetics	
VIS-1: Project design shall include a lighting plan to specify that exterior lighting at the perimeter of the site shall be directed downward onto the project site and where appropriate, include features (e.g., hoods) to minimize light spill-over onto adjacent parcels.	Design
4.2 Air Quality	
None required	
4.3 Biological Resources	
BIO-1: If any active migratory bird nests are identified, the District shall consult with the U.S. Department of Fish and Wildlife Service and/or the California Department of Fish and Game to develop specific mitigation measures. The mitigation measures may consist of delaying construction, removing nest and nestlings and raise by hand at a qualified facility, or taking the nest and nestlings under agency auspices, or other appropriate measures. The mitigation shall be implemented at the direction of the appropriate agency and shall take place in a timeframe that is deemed appropriate by the agency. The mitigation shall be deemed as complete once the tree is removed or the nest/nestlings are removed, according to the specifications of the relevant agency.	Pre-Construction
4.4 Cultural Resources	
CR-1: The Abbott Residence shall be relocated on the project site, as close to its original location as feasible. Adequate space (a minimum of 25 feet on all sides) shall be provided around the structure, in order to maintain a context similar to its original location.	Construction
CR-2: The rear addition on the structure is not essential to its historic integrity, and this portion of the structure does not need to be relocated. However, if the rear addition is not relocated, then the rear of the structure shall be repaired to match the remainder of the original structure.	Construction
CR-3: Comprehensive documentation of the Abbott residence shall be prepared prior to the commencement of any relocation, alteration, grading, and or demolition. The record shall be consistent with Historic American Building Survey (HABS) level 2 standards and include description of the significance of the building and its physical conditions, both historic and current, through site plans, historic maps, photographs, written data, and text, and shall include: 1. Written text (HABS Narrative Format) documenting the architecture and historical significance of the property, including a discussion of its historical context and the construction history of the structure itself. Biographical information about the Abbott family and their role in local history shall also be included.	Pre-Construction

TABLE IV-1 NEW HIGH SCHOOL MITIGATION MONITORING PROGRAM

Mitigation Measure	*Mitigation Timing*
2. Photographic documentation depicting all exterior elevations and interior character-defining features. Photographs shall be large format, black and white, archival processed, taken by a professional photographer familiar with the recordation of historic buildings, and prepared in a format consistent with HABS standards for large format and field photography.	
CR-4: Resulting HABS documentation shall be provided to the City of Lynwood Department of Planning who shall act as archivist, and other local venues such as public and school libraries shall be provided with copies of the HABS documentation for public use.	Prior to Occupancy
CR-5: A permanent, on-site interpretive display presenting the history of the property and possibly incorporating excerpts from the HABS documentation shall be created within an area of the project accessible to the public.	Design
CR-6: Due care shall be exercised in relocating the Abbott Residence and impacts from the moving procedure will be mitigated through a policy of adherence to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1990). Continued deterioration and alterations that have a potential to affect the structure's fabric and appearance shall also be mitigated through a policy of adherence to the Secretary Standards, as shall any future work toward the rehabilitation and reuse of the Abbott Residence.	Construction
CR-7: The Lynwood Unified School District shall arrange for a qualified professional archaeological monitor to be present during demolition, grading, trenching, tree removal, and other excavation on the project site in areas of reasonable integrity.	Construction
CR-8: If any significant archaeological deposits, features, or human remains are encountered, and they cannot be avoided, work in the affected area will be suspended. In such an event, an archaeologist recommended by the State Historic Preservation Office will conduct a survey of the affected area. A preliminary determination will then be made as to the significance of the survey findings. If considered significant, the survey remains will be preserved and appropriate professional actions taken in accord with established professional practices.	Construction
4.5 Geology and Soils	
GEO-1: The developer for the proposed project shall submit a Notice of Intent (NOI) to the SWRCB for coverage under the Statewide General Construction Activity Stormwater Permit and shall comply with all applicable requirements, including the preparation of a Stormwater Pollution Prevention Plan. Construction specifications shall include an erosion control plan that will include the following: ▪ Erosion control methods to stabilize exposed surfaces as soon as feasible ▪ For landscaped playing fields and open space, installation of landscaping as soon as possible but no later than 60 days following the conclusion of grading, to minimize erosion potential	Pre-Construction

TABLE IV-1 NEW HIGH SCHOOL MITIGATION MONITORING PROGRAM

Mitigation Measure	*Mitigation Timing*
GEO-2: Project construction shall adhere to all recommendations in the Geotechnical Investigation Report, prepared by Converse Consultants on November 18, 2001 shall be adhered to. These recommendations include, but are not limited to, complete demolition and removal of existing structures; removal of all loose or soft fill materials; observation of all exposed subgrade soil surfaces prior to placement of fill, pavements, and slabs by the project geotechnical engineer; and provision of adequate drainage to reduce percolation of water into structural backfill or subgrade soils. In addition, adherence to applicable building codes, including the most recent seismic design standards would mitigate the potential for damage to structures and safety risks to building occupants.	Construction
4.6 Hazards and Hazardous Materials	
HAZ-1: The project developer shall utilize licensed subcontractors and assure that all asbestos-containing materials, lead-based paints, or PCBs encountered during demolition activities are removed, transported, and disposed of in full compliance with all applicable federal, State, and local regulations.	Construction
HAZ-2: Site preparation, grading, demolition, and post-demolition activities shall conform to the recommendations of the final Preliminary Environmental Assessment and Supplemental Site Investigation, as approved by the DTSC. In the event underground tanks, obvious or suspected contamination, or other features or materials that could present a threat to human health or the environment are discovered during grading or excavation of the site, work shall cease immediately. A risk management plan shall be prepared that: (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development; and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Lynwood Fire Department, the Los Angeles County Department of Public Works Environmental Programs Division, and the DTSC). A site health and safety plan, which meets OSHA requirements shall be prepared and in place prior to commencing work in any contaminated areas. The District, through its contractor, shall ensure proper implementation of the health and safety plan.	Construction
HAZ-3: Following the completion of demolition activities, the District will conduct additional soil sampling in the areas currently occupied by structures to determine whether lead-based paints in those structures may have resulted in elevated levels of lead in the soil in the area adjacent to those structures.	Construction

TABLE IV-1 NEW HIGH SCHOOL MITIGATION MONITORING PROGRAM

Mitigation Measure	*Mitigation Timing*
HAZ-4: The Lynwood Unified School District shall provide written notification to the City of Lynwood, the Lynwood Fire Department, and the Los Angeles County Sheriff Department regarding the development of the proposed site, and offer to cooperate with the appropriate agencies regarding the potential need for any modifications to the adopted emergency response plan that covers the proposed site.	Pre-Construction
4.7 Hydrology and Water Quality	
HYD-1: The design of the proposed project shall comply with the applicable provisions of the Standard Urban Stormwater Mitigation Plan (SUSMP), and, if required by the SUSMP, shall include structural or other measures to collect and treat the first ¾ inch of stormwater runoff from the site, and control peak flow discharge.	Design
HYD-2: The school shall be sited and designed to minimize impacts from flooding. This could include revision of project plans to minimize the amount of structures located within the 100-year flood zone, or design of the structures consistent with the standards provided in Chapter 15 of the Lynwood City Code (e.g., use of materials resistant to flood damage, provisions of adequate drainage paths around structures, and elevation of structures or flood proofing to minimize water seepage into the structure).	Design
4.8 Land Use and Planning	
LU-1: The design of the proposed project shall comply with the requirements of the State Architect.	Design
4.9 Noise	
N-1: The project contractor shall implement, but not be limited to, the following best management practices: ▪ No pile-driving will be permitted during the construction of the project ▪ Outdoor construction work on the project shall be limited to the hours of 7:00 a.m. to 10:00 p.m. on weekdays to the extent feasible ▪ All construction equipment with a high noise generating potential, including all equipment powered by internal combustion engines, shall be muffled or controlled ▪ All stationary noise generating equipment, such as compressors, shall be located as far as possible from existing houses ▪ Machinery, including motors, shall be turned off when not in use ▪ Mobile equipment shall not be allowed to run idle near existing residences	Construction
N-2: The proposed high school shall incorporate design features and construction techniques such as minimization of glass surfaces and/or provision of double-paned windows, insulation of walls, ceilings and doors and fresh air supply systems or air conditioning, that will provide an interior noise environment that is below 50 dBA CNEL.	Design

ATTACHMENT B

ADOPTED ENVIRONMENTAL FINDINGS

CERTIFICATION OF THE FINAL EIR, FINDINGS, AND APPROVALS FOR THE NEW HIGH SCHOOL PROJECT

I. CERTIFICATION OF THE FINAL EIR

Pursuant to California Code of Regulations, Title 14, Section 15090, the Governing Board of Lynwood Unified School District (the "Board") hereby certifies the Lynwood Unified School District Final Environmental Impact Report (State Clearinghouse No. 2001051139) ("Final EIR") for the New High School (the "Project"). The Final EIR has been completed in compliance with the California Environmental Quality Act, Public Resources Code Section 21000, *et seq.* ("CEQA") and the State CEQA Guidelines, Title 14, California Code of Regulations, Section 15000, *et seq.* ("CEQA Guidelines"). The Board certifies that it has been presented with the Final EIR and that it has reviewed and considered the information contained in the Final EIR prior to approving the Project for the Ham Park Site as set forth herein. The Board further certifies that the Final EIR reflects the independent judgment and analysis of the Lynwood Unified School District (the "District"). The Final EIR includes the January 2002 Draft EIR, and the March 2002 Final EIR.

II. FINDINGS

Having received, reviewed and considered the information in the record before it, including the Draft and Final EIR (January 2002 and March 2002, respectively), which are herein incorporated by reference, the following Findings are hereby adopted by the Board as required by CEQA (specifically, Public Resources Code Sections 21081, 21081.5 and 21081.6), and the CEQA Guidelines (specifically California Code of Regulations, Title 14, Sections 15091 through 15093), in conjunction with the approval of the Project, which is set forth below.

The District is the "lead agency" for the Project evaluated in the EIR. Based upon the substantial evidence in the record before it, the Board finds that the Draft EIR and Final EIR were prepared in compliance with CEQA and the CEQA Guidelines. The Board finds that the Draft EIR was prepared by consultants retained by the District and by District staff, subject to the independent review and judgment of the District. The Board finds that it has independently reviewed and analyzed the Draft EIR and the Final EIR for the proposed Project, that the Draft EIR which was circulated for public review reflected its independent judgment, and that the Final EIR reflects the independent judgment of the Board.

The District has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings, concerning the environmental impacts identified and analyzed in the Final EIR.

In addition, the Board has reviewed and considered the Mitigation Monitoring Program (which is contained in the Final EIR), which describes the process to ensure implementation of the mitigation measures that have been incorporated into the approved Project to reduce or avoid significant effects on the environment. This monitoring or reporting program will ensure CEQA compliance during Project implementation.

III. ENVIRONMENTAL REVIEW PROCESS

A. PROJECT NEED AND OBJECTIVES

The District prepared a preliminary feasibility and planning study, called the Facilities Master Plan, which was made public in April 2000. A public meeting to discuss the Facilities Master Plan was held on June 6, 2000. No members of the public or responsible agencies appeared or submitted documents at these meetings. The Facilities Master Plan was approved by the Governing Board of the Lynwood Unified School District on June 27, 2000 as a framework for future planning of new construction and expansion projects within the District.

There is substantial evidence, including but not limited to the Facilities Master Plan, that a new high school is needed to adequately serve the District community. The existing Lynwood High School was originally designed with a capacity for approximately 3,400 students, but currently enrolls approximately 4,300. Therefore, the existing High School is already over capacity. Enrollment levels are expected to increase over the next several years, thereby increasing the need for a new high school. As existing middle school and elementary students grow older, high school enrollment demand will increase further, exacerbating the problem of overcrowding. During 2001, overcrowding resulted in the addition of nine new modular classrooms to the existing high school.

Under State law, school districts that have made all reasonable efforts to impose all levels of local debt capacity and development fees are eligible for financial assistance to construct new schools or modernize existing schools (that were constructed more than twenty-five years ago). The District meets the criteria of financial hardship, and is therefore eligible for funds to construct new schools to meet enrollment demand, convert temporary classrooms to permanent structures, and modernize older schools. The District intends to apply for State funds for site acquisition and construction of the new high school, without which the new high school would not be feasible.

The overall goal of the proposed Project is to provide high school capacity to adequately serve the Lynwood community. Specific Project objectives are as follows:

- Provide a full range of academic facilities and programs, including sciences, arts, and physical education for 1,600 high school students on a contiguous site;
- Relieve overcrowding at the existing Lynwood High School;
- Expand enrollment capacity to meet projected Lynwood Unified School District ("District") needs based on existing elementary and middle school enrollment and demographic projections; and
- Develop a school that utilizes funds available for districts with financial "hardship status" under State law.

B. OVERVIEW OF PROJECT

The subject of the Environmental Impact Report ("EIR") is the New High School Project proposed by the District. The proposed Project consists of a high school facility situated on 14.8 acres. The Project consists of the site and design approval, site acquisition, and school construction and operation and all other actions and approvals necessary for the construction and operation of the New High School at the proposed Project site.

The proposed New High School would be designed to accommodate approximately 1,600 students. The additional capacity at the New High School would relieve overcrowding at the existing high school by providing new capacity for approximately 800 currently enrolled high school students at the new location, and would accommodate increased student population, which is anticipated to occur in the District as a result of population growth and demographic changes. No overall increase in District enrollment is projected as a result of the proposed Project.

The District does not own any land on which to build a new school, and must acquire land to build it. The only parcel of land considered acceptable by the California Department of Education for a new high school in Lynwood is the Project site, as described in Section 2.6.1 of the Final EIR, and in the "Report on the Proposed New High School, Lynwood Unified School District," hereby incorporated by reference.

The Project site, which is shaped like an inverted "L", is located in the eastern portion of Lynwood, and it is bounded by Martin Luther King Jr. Boulevard on the north, Duncan and Louise Avenues on the west, Cortland Avenue on the south, and Wright Road on the east. The Project site is currently being used for a public park and residential units.

The proposed High School would include all the facilities associated with high school functions, including but not limited to the following specific components: classrooms, administrative facilities, performing arts theater and labs, a gymnasium, food service area, library, lockers, athletic fields, hardcourt play areas, and parking on surface lots and a parking structure.

The following City functions would be located at the Project site, and they would be made available to City residents:

- "Tot lot" play area;
- Community facilities for continued recreational uses (i.e., dance classes and art classes); and
- Relocated Abbott residence.

Approximately 416 parking spaces would be provided on the site, in a surface lot and a parking structure located south of Martin Luther King Jr. Blvd. The Abbott Residence would be relocated onsite; at this time it anticipated that it will be moved approximately 600 feet to the southwest, adjacent to Louise Avenue. Playing fields, landscaped open space, and other recreational amenities would be incorporated into the proposed Project. This would include approximately 8.1 acres of playing fields and recreational facilities, as well as a "tot lot" play

area reserved for use by City residents. The recreational facilities in the park would be made available to area residents during non-school hours, weekends, and holidays.

The EIR was prepared in compliance with the requirements of CEQA and the State CEQA Guidelines to inform the public of the environmental setting, potential project-specific and cumulative environmental impacts of the Project, and mitigation measures. The EIR was also prepared to inform decision-makers of the environmental consequences of the Project, including all of the approvals that may be needed to construct or implement the Project, whether or not such actions are explicitly listed in the EIR.

To implement the Project, the District and/or other public agencies may consider various actions, permits, and approvals. For example, the District may consider and approve a resolution rendering the local zoning plans inapplicable to the proposed use of the subject property for the New High School. Other agencies may also consider the EIR in the review of Project permits or other actions, including but not limited to the City of Lynwood, the Department of Toxic Substances Control, the Regional Water Quality Control Board California Department of Education, and the State Allocation Board.

The proposed Project would require acquisition of the alleyway extending east of Duncan Avenue. In addition, the residences and adjacent Ham Park would be acquired by the District through voluntary sale or through a condemnation action in accordance with State law.

The District qualifies as a financial hardship district under that Program. All of the funding for the Project would be provided by the State Allocation Board, under the School Facilities Program and the District would submit appropriate applications for site acquisition and construction funds.

C. DRAFT ENVIRONMENTAL IMPACT REPORT

Prior to the preparation of the Draft EIR for the Project, the District and the City implemented a public involvement process prior to preparation of this EIR referred to as the "scoping process."

On December 5, 2000, a meeting was held for the homeowners affected by the proposed New High School; approximately 14 of the 27 homeowners were in attendance.

Subsequently, four public meetings were held within the community to discuss District facilities expansion during May 2001 (on May 9, 11, 16, and 18). Each of these meetings was advertised in one of two local newspapers: The Lynwood Journal and The Lynwood Press. Additionally, the District distributed about 16,000 flyers through the existing student population for the May meetings. Approximately 15 to 20 persons attended each of these meetings.

The District prepared an Initial Study (IS) for the proposed Project and determined that the proposed Project may have a significant effect on the environment. The District determined that an EIR should be prepared to analyze the potential impacts associated with approval and implementation of the proposed New High School Project.

On May 25, 2001, the District distributed a Notice of Preparation (NOP) of an Environmental Impact Report to the State Clearinghouse, local and regional responsible agencies and other

interested parties. The NOP was published in The Lynwood Journal on June 6, 2001. A copy of the NOP, and the responses received during the 30-day public review period, are contained in Appendix A of this document.

A meeting between the City of Lynwood and the District was held pursuant to CEQA Guidelines Section 15082(c) on September 13, 2001. Those in attendance at the meeting included the District Superintendent, District Board Members, District consultants, the City Mayor, City Manager, and representatives from a number of City departments. This meeting was requested by the City and held in order to assist the lead agency in determining the scope and content of the EIR.

Comments received during the public involvement process and the IS/NOP scoping period were considered in the preparation of this EIR.

The Draft EIR for the Proposed New High School was circulated for review and comment by the public, agencies and organizations for a 45-day public review period that began on January 18, 2002 and concluded on March 4, 2002. A Notice of Completion of the Draft EIR was sent to the State Clearinghouse and the Draft EIR was circulated to State agencies for review through the State Clearinghouse, Office of Planning and Research. A notice of the availability of the Draft EIR for review was mailed to approximately 350 residents and property owners in the vicinity of the Project site, and also posted on the proposed site (at three locations around Ham Park). A notice of availability was also placed in The Lynwood Journal on January 23, 2002. During the review period, the public, local and State agencies submitted written comments on the Draft EIR. During the public review period, five written comment letters on the Draft EIR were received (including the letter from the State Clearinghouse).

Based on the IS and comments received, the Draft evaluated the following environmental issues: aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and utilities, recreation, transportation/traffic, and utilities and service systems. The IS determined that the Project would result in no impacts related to agricultural resources and mineral resources; therefore, those issues are not addressed in detail in the Draft EIR.

D. COMMENTS ON DRAFT EIR AND RESPONSES TO COMMENTS

Comments on the Draft EIR were received from the State Clearinghouse, the California Department of Transportation, the City of Lynwood. In addition, two letters from individuals were received. These letters discussed the following comments:

- State Clearinghouse: Letter dated March 5, 2002 noting that the Draft EIR was circulated to the appropriate State agencies in compliance with CEQA.

- California Department of Transportation: Letter dated February 6, 2002, requesting that the District implement the traffic safety measures identified in the Draft EIR, recommending measures to reduce effects of construction truck

trips on State highways, and suggesting noise mitigation measures for traffic noise, if needed.

- City of Lynwood: Letter dated March 4, 2002, incorporating the City's comments on the Notice of Preparation, and requesting further analysis of issues related to water quality and hydrology, land use, noise, public services, open space and recreation, traffic and circulation, population and housing, light and glare, and cumulative impacts.

- Luis and Petra Carcamo: Letter dated February 8, 2002, requesting information regarding the impacts of the Project on their Duncan Avenue properties.

- Gabriel Sandoval: Letter dated February 4, 2002, in support of the Project.

The District evaluated the comments on environmental issues received from persons who reviewed the EIR. In accordance with CEQA, the District prepared written responses describing the disposition of significant environmental issues raised. As required by CEQA, the District has provided to each of the public agencies that commented on the Draft EIR its responses to the comments received from that agency at least ten days prior to the certification of the Final EIR. The Final EIR provides adequate, good faith and reasoned responses to the comments.

Furthermore, the District has complied with the provisions of Section 21151.2 of the Cal. Public Resources Code, and has given the City of Lynwood Planning Commission notice of the proposed acquisition of the City's Ham Park site for the New High School project. The Planning Commission's response has been forwarded to the Board under separate cover. No significant new information was provided by the Planning Commission.

Pursuant to CEQA Guidelines Section 15088.5, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after notice is given, but before certification. The term "information" includes: (i) changes to the Project; (ii) changes in the environmental setting; or (iii) additional data or other information. CEQA Guidelines Section 15088.5 further provides that "[n]ew information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."

The District has reviewed the comments received and responses thereto as well as other textual changes and references that have been incorporated into the Final EIR.

Since the release of the Draft EIR for public comment, there have been no changes in the Project, no changes in the environmental setting, and no additional data or other information that would deprive the public of a meaningful opportunity to comment upon the Project. Therefore, having reviewed the information contained in the Draft and Final EIR and in the administrative record, as well as the requirements under CEQA Guidelines Section 15088.5 regarding recirculation of

draft EIRs, the District hereby finds that there is no new significant information and no need to recirculate the EIR. Therefore, the Final EIR has been prepared and considered by the Board.

E. FINAL ENVIRONMENTAL IMPACT REPORT

The District has prepared a Final Environmental Impact Report (Final EIR), which, in accordance with the requirements of CEQA and the CEQA Guidelines, consists of:

(a) The Draft EIR;

(b) Comments and recommendations received on the Draft EIR;

(c) A list of persons, organizations, and public agencies commenting on the Draft EIR;

(d) The District's responses to comments received on the Draft EIR; and

(e) Other information added by the District, including all documents incorporated by reference.

IV. PROJECT IMPACTS AND DISPOSITION OF RELATED MITIGATION MEASURES IDENTIFIED IN THE FINAL EIR

The analysis in the Final EIR identifies all of the significant environmental impacts of the proposed Project. All of the mitigation measures identified in the Final EIR are included in the Approval and are made conditions of the Project. The following Findings are made with respect to each significant environmental impact, which are described after the Finding. In addition, the following provides a more thorough description of the potential impacts of the Project and mitigation measures in support of the Findings.

A. AESTHETICS

FINDING: No significant Project or cumulative impacts related to aesthetics have been identified and no mitigation measures are required. However, the mitigation measure identified in the Final EIR is approved by and will be implemented by the District and will further reduce the less-than-significant impacts of the Project.

The EIR provides an analysis of the potential impacts related to aesthetics. The proposed Project will be compatible with the visual quality of the area. Although some structures of the Project will be taller than the surrounding development, which is generally one story in height, this will not substantially alter the visual quality of the area.

The proposed Project design will provide 8.1 acres of landscaped open space, similar to existing conditions.

The Final EIR analyzes the potential impacts related to the provision of similar levels of lighting will be provided on the playing fields and the other recreational spaces; these impacts are also described in Section IV.L, Recreation, below. Night lighting around the school buildings will

also be provided, and this will generally increase the ambient light levels on portions of the site. Although impacts from night lighting will be less than significant, the following mitigation was identified in the Final EIR and will be implemented to further minimize less-than-significant impacts on lighting:

- **VIS-1**: Project design shall include a lighting plan to specify that exterior lighting at the perimeter of the site shall be directed downward onto the Project site and where appropriate, include features (e.g., hoods) to minimize light spill-over onto adjacent parcels.

The Final EIR also analyzes the potential cumulative impacts from the project together with the impacts of other development projects or related projects. Related projects would not substantially degrade the existing visual character or quality of the Project site, or create new sources of substantial light or glare. No significant cumulative impacts would occur.

B. AIR QUALITY

FINDING: No significant Project or cumulative impacts related to air quality have been identified and no mitigation measures are required.

The EIR provides an analysis of the potential air quality impacts. The proposed Project will result in air emissions during the construction period from onsite demolition, site preparation, grading, and construction activities as well as offsite mobile emissions from truck trips. The construction-related daily emissions will be 14.5 lb/day for CO, 63.3 lb/day for VOC, 50.5 lb/day for NOx, 2.5 lb/day for SOx, and 3.5 lb/day for PM_{10}. These emissions will not exceed the significance thresholds developed by the South Coast Air Quality Management District ("SCAQMD") and are not considered significant by the District.

After construction, onsite stationary and mobile source emissions will not exceed SCAQMD thresholds and are not considered significant by the District. Emissions will include a net increase of 47.4 lb/day for VOC, 22.9 lb/day for NO_x, 127.5 lb/day for CO, and 12.2 lb/day for PM_{10}.

Traffic generated by the proposed Project will increase the localized CO concentrations by a maximum of 0.1 ppm over an 8-hour period and 0.1 ppm over an 8-hour period. These amounts will not exceed SCAQMD's threshold.

The proposed Project will not conflict with or obstruct implementation of the Air Quality Management Plan.

The proposed Project will not create objectionable odors affecting a substantial number of people and will also not be affected by the objectionable odors from the existing industrial uses in the vicinity. No significant impacts will occur.

The Final EIR also analyzes the potential cumulative impacts from the Project together with the impacts of other development projects or related projects. Emissions associated with operation of the proposed school will be less than those associated with existing uses of the site, therefore the proposed Project will not contribute to any cumulative air quality impacts.

C. BIOLOGICAL RESOURCES

FINDING: No significant Project or cumulative impacts related to biological resources have been identified and no mitigation measures are required. However, the mitigation measure identified in the Final EIR is approved and will be implemented by the District and will further reduce the less-than-significant impacts of the Project.

Removal of mature trees during construction could result in removal of occupied bird nests, although none have been identified on site. Because of the urbanized nature of the setting, and the absence of nests at the Project site during a field survey, the potential for removal of occupied nests is considered low, and impacts will be less than significant.

Although impacts will be less than significant, the following measure is recommended to ensure that, under the remote possibility that a nest is established on the Project site prior to Project construction, the following mitigation was identified in the Final EIR and will be implemented by the District to further reduce the already less-than-significant impacts:

- **BIO-1**: If any active migratory bird nests are identified, the District shall consult with the U.S. Department of Fish and Wildlife Service and/or the California Department of Fish and Game to develop specific mitigation measures. The mitigation measures may consist of delaying construction, removing nest and nestlings and raise by hand at a qualified facility, or taking the nest and nestlings under agency auspices, or other appropriate measures. The mitigation shall be implemented at the direction of the appropriate agency and shall take place in a timeframe that is deemed appropriate by the agency. The mitigation shall be deemed as complete once the tree is removed or the nest/nestlings are removed, according to the specifications of the relevant agency.

The Final EIR also analyzes the potential cumulative impacts from the project together with the impacts of other development projects or related projects. Related projects will result in the removal of mature trees, however, given the urbanized nature of the setting, the potential for impacts to migratory species and occupied nests is low. No significant cumulative impacts would occur.

D. CULTURAL RESOURCES

FINDING: Pursuant to Public Resources Code § 21081(a)(1), the District finds that changes or alterations are hereby incorporated into the Project which will mitigate or avoid the significant environmental effects thereof identified in the completed environmental impact report, and will reduce the significant impacts related to the Abbott House, a significant historic resource, to a less-than-significant level. No other significant Project or cumulative impacts related to historic resources would occur and no other mitigation measures are required. However, pursuant to Public Resources Code § 21081(a)(3), the District finds that, to the extent it is infeasible to implement the mitigation measures, the impacts related to the Abbott Residence would remain significant and unmitigated.

The Final EIR analyzed the existing uses onsite to determine if any were historically significant. The EIR identified the Abbott Residence as a significant historic resource. Because it will be infeasible to retain the Abbott Residence in its existing location, due to the site and design constraints, the proposed Project design will not permit the Abbott Residence to remain in its current location. Therefore, the following mitigation measures have been identified, which the District approves and will implement to the extent feasible:

- **CR-1**: The Abbott Residence shall be relocated on the Project site, as close to its original location as feasible. Adequate space (a minimum of 25 feet on all sides) shall be provided around the structure, in order to maintain a context similar to its original location.

- **CR-2**: The rear addition on the structure is not essential to its historic integrity, and this portion of the structure does not need to be relocated. However, if the rear addition is not relocated, then the rear of the structure shall be repaired to match the remainder of the original structure.

- **CR-3**: Comprehensive documentation of the Abbott residence shall be prepared prior to the commencement of any relocation, alteration, grading, and or demolition. The record shall be consistent with Historic American Building Survey (HABS) level 2 standards and include description of the significance of the building and its physical conditions, both historic and current, through site plans, historic maps, photographs, written data, and text, and shall include:

  - Written text (HABS Narrative Format) documenting the architecture and historical significance of the property, including a discussion of its historical context and the construction history of the structure itself. Biographical information about the Abbott family and their role in local history shall also be included.
  - Photographic documentation depicting all exterior elevations and interior character-defining features. Photographs shall be large format, black and white, archival processed, taken by a professional photographer familiar with the recordation of historic buildings, and prepared in a format consistent with HABS standards for large format and field photography.

- **CR-4**: Resulting HABS documentation shall be provided to the City of Lynwood Department of Planning who shall act as archivist, and other local venues such as public and school libraries shall be provided with copies of the HABS documentation for public use.

- **CR-5**: A permanent, on-site interpretive display presenting the history of the property and possibly incorporating excerpts from the HABS documentation shall be created within an area of the Project accessible to the public.

- **CR-6**: Due care shall be exercised in relocating the Abbott Residence and impacts from the moving procedure will be mitigated through a policy of adherence to the Secretary of

the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1990). Continued deterioration and alterations that have a potential to affect the structure's fabric and appearance shall also be mitigated through a policy of adherence to the Secretary Standards, as shall any future work toward the rehabilitation and reuse of the Abbott Residence.

At this time, it is anticipated that the Abbott Residence will be relocated onsite, adjacent to Louise Avenue, consistent with the above-referenced mitigation measures. If, however, it is determined that relocation of the structure is infeasible (i.e., the Abbott Residence has not retained sufficient structural integrity to survive relocation), then impacts would be significant and unavoidable.

Ham Park does not meet the 50-year age requirement for recognition as an historical resource, nor does it display the qualities of design necessary to be considered historically significant.

Demolition of the onsite residential units will not significantly impact historical resources. Development of the neighborhood is not associated with any particular trend, era, event, or series of events, or historical pattern, but rather, represents development over the course of several decades. None of the onsite residential units display any unique or outstanding architectural features, and there is no evidence of historical associations for the neighborhood.

The EIR also analyzes the potential for cumulative impacts. Related development could result in the loss of existing historic resources, or disturbance of buried archaeological resources. No historic resources (beyond the Abbott Residence) have been identified to date at any of the other District development and expansion sites. However, to the extent that resources are identified in the future, impacts would be site-specific and would be addressed through Project-specific environmental review, and the development standards of individual cities. No significant cumulative impacts would occur.

FINDING: No significant Project or cumulative impacts related to archaeological impacts have been identified and no mitigation measures are required. However, the mitigation measure identified in the Final EIR is approved by and will be implemented by the District and will further reduce the less-than-significant impacts of the Project.

There is no evidence of archeological resources occurring at the site. Nevertheless, development of the Project at the proposed site could result in potential impacts to unknown archaeological resources. The following mitigation measures are identified in the Final EIR and will be implemented by the District to further reduce the less-than-significant impacts:

- **CR-7**: The Lynwood Unified School District shall arrange for a qualified professional archaeological monitor to be present during demolition, grading, trenching, tree removal, and other excavation on the Project site in areas of reasonable integrity.

- **CR-8**: If any significant archaeological deposits, features, or human remains are encountered, and they cannot be avoided, work in the affected area will be suspended. In such an event, an archaeologist recommended by the State Historic Preservation

Office will conduct a survey of the affected area. A preliminary determination will then be made as to the significance of the survey findings. If considered significant, the survey remains will be preserved and appropriate professional actions taken in accord with established professional practices.

The Final EIR also analyzes the potential cumulative impacts from the Project together with the impacts of other development projects or related projects. No significant cumulative impacts would occur.

E. GEOLOGIC RESOURCES

FINDING: Pursuant to Public Resources Code § 21081(a)(1), the District finds that changes or alterations are hereby incorporated into the Project which will mitigate or avoid the significant environmental effects thereof identified in the completed environmental impact report, and will reduce the significant impacts related to geologic resources to a less-than-significant level.

The EIR analyzes the potential impacts related to geologic resources. Construction activities will temporarily increase soil exposure to wind and water erosion; these impacts will be significant. The Final EIR identifies the following mitigation measure, which is approved by the District and will be implemented as part of the Project:

- **GEO-1**: The developer for the proposed Project shall submit a Notice of Intent (NOI) to the SWRCB for coverage under the Statewide General Construction Activity Stormwater Permit and shall comply with all applicable requirements, including the preparation of a Stormwater Pollution Prevention Plan. Construction specifications shall include an erosion control plan that will include the following:

- Erosion control methods to stabilize exposed surfaces as soon as feasible. For landscaped playing fields and open space, installation of landscaping as soon as possible but no later than 60 days following the conclusion of grading, to minimize erosion potential.

Implementation of mitigation measure GEO-1 will reduce the potential for wind and water erosion to below a level of significance.

Ground shaking associated with a major seismic event would expose persons and property to potential hazards. The Final EIR identifies the following mitigation measure, which is approved by the District and will be implemented as part of the Project:

- **GEO-2**: Project construction shall adhere to all recommendations in the Geotechnical Investigation Report, prepared by Converse Consultants on November 18, 2001, shall be adhered to. These recommendations include, but are not limited to, complete demolition and removal of existing structures; removal of all loose or soft fill materials; observation of all exposed subgrade soil surfaces prior to placement of fill, pavements, and slabs by the Project geotechnical engineer; and provision of adequate drainage to reduce percolation of water into structural backfill or subgrade

soils. In addition, adherence to applicable building codes, including the most recent seismic design standards would mitigate the potential for damage to structures and safety risks to building occupants.

Implementation of mitigation measure GEO-2 will reduce the potential for seismic shaking to below a level of significance.

The Final EIR also analyzes the potential cumulative impacts from the Project together with the impacts of other development projects or related projects. Related projects would be exposed to potential geologic hazards related to soil and geologic conditions and groundshaking from seismic events. Adherence to applicable building codes and geotechnical recommendations in Project design, adherence to standard construction techniques (which would be subject to city inspection) would reduce cumulative impacts associated with geologic hazards and seismic risks. No significant cumulative impacts will occur.

Potential erosional impacts during construction of the related Project development could cumulatively increase soil erosion and downstream water quality effects unless Project level impacts are adequately mitigated. However, it is anticipated that adequate mitigation will be incorporated into individual projects as a result of the current legal requirements for control of erosion storm water discharges. No significant cumulative impacts will occur.

F. HAZARDOUS MATERIALS

FINDING: Pursuant to Public Resources Code § 21081(a)(1), the District finds that changes or alterations are hereby incorporated into the Project which will mitigate or avoid the significant environmental effects related to hazardous materials and will reduce the significant impacts to a less-than-significant level.

The Final EIR analyzes the potential impacts related to hazardous materials during construction and operation of the New High School. Demolition of existing structures could potentially expose construction personnel and the public to hazardous materials. Without mitigation, these impacts are considered significant. The Final EIR identifies the following mitigation measure, which is approved by the District and will be implemented as part of the Project:

- **HAZ-1**: The Project developer shall utilize licensed subcontractors and assure that all asbestos-containing materials, lead-based paints, or PCBs encountered during demolition activities are removed, transported, and disposed of in full compliance with all applicable federal, State, and local regulations.

Implementation of this mitigation measure will reduce the potential impacts to below a level of significance.

The proposed Project site has been thoroughly examined in the Preliminary Environmental Assessment ("PEA"), which has been submitted to the DTSC for review, and the Health Risk Assessment (March 2002); both documents are on file at the District and are hereby incorporated by reference. The District has complied with the requirements of Section 21151.8 of the Cal. Public Resources Code. No evidence of any of the conditions identified in Section 21151.8(a)(1)

have been identified. The District has engaged in the consultation required by Section 21151.8(a)(2); none of the conditions or facilities of concern specified in Section 21151.8(a)(2) have been identified in relation to the proposed Project.

Grading and excavation of the site could potentially expose construction personnel and the public to hazardous materials that are present in the soil. Without proper mitigation, these impacts will be significant. The Final EIR identifies the following mitigation measures, which are approved by the District and will be implemented as part of the Project:

- **HAZ-2**: Site preparation, grading, demolition, and post-demolition activities shall conform to the recommendations of the final Preliminary Environmental Assessment and Supplemental Site Investigation, as approved by the DTSC. In the event underground tanks, obvious or suspected contamination, or other features or materials that could present a threat to human health or the environment are discovered during grading or excavation of the site, work shall cease immediately. A risk management plan shall be prepared that: (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development; and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Lynwood Fire Department, the Los Angeles County Department of Public Works Environmental Programs Division, and the DTSC). A site health and safety plan, which meets OSHA requirements shall be prepared and in place prior to commencing work in any contaminated areas. The District, through its contractor, shall ensure proper implementation of the health and safety plan.

- **HAZ-3**: Following the completion of demolition activities, the District will conduct additional soil sampling in the areas currently occupied by structures to determine whether lead-based paints in those structures may have resulted in elevated levels of lead in the soil in the area adjacent to those structures.

Implementation of these mitigation measures will reduce the potential impacts to below a level of significance.

The development of the proposed Project will introduce a new school site, which may require modification of the existing adopted emergency response plan. Without mitigation, this impact would be significant. The Final EIR identifies the following mitigation measure, which is approved by the District and will be implemented as part of the Project:

- **HAZ-4**: The Lynwood Unified School District shall provide written notification to the City of Lynwood, the Lynwood Fire Department, and the Los Angeles County Sheriff Department regarding the development of the proposed site, and offer to cooperate with the appropriate agencies regarding the potential need for any modifications to the adopted emergency response plan that covers the proposed site.

Implementation of this mitigation measure will reduce potential impacts to below a level of significance.

FINDING: The Final EIR analyzes the impacts related to use and storage of hazardous materials and the risk of exposure; these impacts are not significant and no mitigation measures are required.

Use and storage of hazardous materials at the Project site will include limited quantities of cleaning products; fertilizer, pesticides, and herbicides for outdoor landscaping; and products used in classroom laboratories. Compliance with applicable regulations will ensure that impacts will be less than significant. No significant impacts will occur.

Risks to carcinogenic exposures, noncarcinogenic chronic exposures, and noncarcinogenic acute exposures fall within acceptable limits. No significant impacts will occur.

The Final EIR also analyzes the potential cumulative impacts from the project together with the impacts of other development projects or related projects. No significant cumulative impacts would occur. Related projects could result in the demolition of existing structures, which may contain hazardous materials, or involve development at sites that may be contaminated from prior use. Adherence to applicable regulations and plans related to construction and demolition of structures and remediation of site contamination would avoid cumulative impacts.

For school development, consultation with the DTSC would be required. Project sites that have the potential for the site contaminants would undergo the PEA process to assure that schools would only be developed on sites that do not pose unacceptable risk levels. Development of non-school projects may occur at sites that may be contaminated. Development at those sites would be governed by plans for remediation, long-term monitoring, post-development maintenance, and/or access limitations. For sites where contamination is unknown and encountered during construction, a site health and safety plan, would remediate site contamination and include physical site controls during construction. No significant cumulative impacts would occur.

Future school projects may be developed along evacuation routes identified in the City General Plan. However, related Project development is not anticipated to impair implementation of or physically interfere with the adopted emergency response plan. Project-specific review of individual projects would require consultation with the City of Lynwood, the Lynwood Fire Department, and the Los Angeles County Sheriff Department, or other adjacent jurisdictions as appropriate, regarding the potential need for modifications to the adopted emergency response plan. No significant cumulative impacts would occur.

G. HYDROLOGY AND WATER QUALITY

FINDING: Pursuant to Public Resources Code § 21081(a)(1), the District finds that changes or alterations are hereby incorporated into the Project which will mitigate or avoid the significant environmental effects thereof identified in the completed environmental impact report, and will reduce the significant impacts related to hydrology and water quality to a less-than-significant level.

The Final EIR analyzes the potential impacts related to hydrology and water quality. Construction activities will result in runoff that would potentially affect water quality. Without mitigation, these impacts will be significant. The following mitigation measure is approved and will be implemented by the District as part of the Project:

- **HYD-1:** The design of the proposed Project shall comply with the provisions of the Standard Urban Stormwater Mitigation Plan (SUSMP), and shall include structural or other measures to collect and treat the first ¾ inch of stormwater runoff from the site, and control peak flow discharge.

Implementation of this mitigation measure will reduce the potential impacts to below a level of significance.

Runoff could contain contaminants that will affect water quality. Without mitigation, these impacts would be significant. The following mitigation measure is approved and will be implemented by the District as part of the Project:

- Mitigation HYD-1, described above, will be required to address water quality impacts from site runoff.

Implementation of this mitigation measure will reduce the potential impacts to below a level of significance.

Proposed structures and parking will be sited within an area of ponding during a 100-year flood. Without proper mitigation, these impacts would be significant. The following mitigation measure is approved and will be implemented by the District:

- **HYD-2**: The school shall be sited and designed to minimize impacts from flooding. This could include revision of Project plans to minimize the amount of structures located within the 100-year flood zone, or design of the structures consistent with the standards provided in Chapter 15 of the Lynwood City Code (e.g., use of materials resistant to flood damage, provisions of adequate drainage paths around structures, and elevation of structures or flood proofing to minimize water seepage into the structure).

Implementation of this mitigation measure will reduce potential impacts to below a level of significance.

FINDING: No significant impacts related to local drainage patterns and groundwater have been identified and no mitigation measures are required.

Development of the proposed Project will modify local drainage patterns through the addition of contiguous areas of impervious surfaces. Additional runoff will be accommodated by the realignment of the existing 12 x 7 foot reinforced concrete box storm drain. Additional runoff will not substantially affect the storm drain system downstream from the Project site. Due to the minor increase in runoff, increases in erosion and siltation will not be substantial. No significant impacts will occur.

Groundwater was encountered in six exploratory borings on the site ranging from 22 to 29 feet below existing ground surface. The Project will not consist of excavation or cut below 15 feet and therefore will not affect groundwater. No significant impacts will occur.

The Final EIR also analyzes the potential cumulative impacts from the Project together with the impacts of other development projects or related projects. Related projects could result in hydrology and water quality impacts associated with drainage and exposure to potential flooding hazards. Compliance with applicable stormwater mitigation and building standards would address these potential impacts. No significant cumulative impacts will occur.

H. LAND USE

FINDING: Pursuant to Public Resources Code § 21081(a)(3), the District finds that the proposed mitigation measures will reduce the potential land use impacts to the extent feasible, however, due to the fact that no other feasible sites have been identified and due to the site and design constraints, it is infeasible to implement any mitigation measures or any alternatives which would fully mitigate or avoid the Project and potential cumulative land use impacts.

The Final EIR analyzes the potential land use impacts of the Project. The design of the proposed Project will not be substantially compatible with selected goals and policies in the City Zoning Code and General Plan related to (1) building setbacks, (2) building heights, and (3) loss of parkland. These impacts are identified as significant, although the Project shall comply with the requirements of the State Architect. As demonstrated in the Final EIR, there is no feasible mitigation for these impacts. Because of the site constraints, the encroachment into the City's building setback is unavoidable. The building height will be violated unless the Theater is eliminated from the Project. Finally, the parkland *per se* will be eliminated, although the Project will replace the City facilities onsite and the District has proposed a Joint Use Agreement, by which the District and the City could allow public access to the playing fields during non-school hours. As discussed previously, no other available sites within the District have been found to house the proposed New High School, despite the review undertaken by the District (as described in Section 2.6.1 of the Final EIR). These impacts are significant and unavoidable.

According to comments submitted by the City of Lynwood, the Project site would be subject to the zoning ordinances of the Lynwood Municipal Code, which would require the District to obtain a Conditional Use Permit ("CUP") from the City. The Final EIR provides a detailed analysis of the Project's compatibility with the City's zoning and land use plans so that an informed decision regarding the environmental consequences of the CUP may be made and no additional environmental review would be required. However, the District may also consider and approve a resolution to render the local zoning ordinances inapplicable to the proposed use of property for the Project pursuant to California Government Code Section 53094. This action would be consistent with, and would implement, the Project as described in the Final EIR. If the District approves such action, no CUP will be required.

Development of related projects is anticipated to generally conform to the requirements of the City of Lynwood and the adjacent jurisdictions. School projects proposed by the District are anticipated to be in substantial conformance with the Lynwood City Zoning Code, however some

specific zoning requirements, including height and setbacks, may be exceeded at some locations. All projects would be built in accordance with the standards of the State Architect. However, to the extent that other District projects would not substantially conform to the City's land use and zoning plans, there is the potential that cumulative land use impacts related to inconsistencies with the City Zoning Code would be significant and unavoidable.

FINDING: No other significant land use impacts have been identified and no mitigation measures are required.

The proposed high school will result in acquisition of 47 dwelling units and reconfiguration of an existing park. The proposed Project, on 14.8 acres, will generally replace the existing landscaped recreational space, will not require modification of circulation patterns, and will not physically divide the established community of Lynwood.

Proposed high school development will require acquisition by the District of the alleyway through a street vacation or eminent domain. No significant land use impacts will occur.

The Final EIR also analyzes the potential cumulative impacts from the project together with the impacts of other development projects or related projects. No significant cumulative impacts have been identified.

I. NOISE

FINDING: Pursuant to Public Resources Code § 21081(a)(1), the District finds that changes or alterations are hereby incorporated into the Project which will mitigate or avoid the significant environmental effects thereof identified in the completed environmental impact report, and will reduce the significant noise impacts to a less-than-significant level.

The Final EIR analyzes the potential noise impacts related to construction and operation of the Project. Construction noise will temporarily increase daytime noise levels at nearby residential units by more than 5.0 dBA. Without proper mitigation, these impacts will be significant.

- **N-1**: The Project contractor shall implement, but not be limited to, the following best management practices:
  - No pile-driving will be permitted during the construction of the Project
  - Outdoor construction work on the Project shall be limited to the hours of 7:00 a.m. to 10:00 p.m. on weekdays to the extent feasible
  - All construction equipment with a high noise generating potential, including all equipment powered by internal combustion engines, shall be muffled or controlled
  - All stationary noise generating equipment, such as compressors, shall be located as far as possible from existing houses
  - Machinery, including motors, shall be turned off when not in use
  - Mobile equipment shall not be allowed to run idle near existing residences

Implementation of these mitigation measures will reduce the potential impacts to below a level of significance.

Exterior noise levels at the Project site will affect school use. Without proper mitigation, these impacts will be considered significant.

- **N-2**: The proposed high school shall incorporate design features and construction techniques such as minimization of glass surfaces and/or provision of double-paned windows, insulation of walls, ceilings and doors and fresh air supply systems or air conditioning, that will provide an interior noise environment that is below 50 dBA CNEL.

Implementation of this mitigation measure will reduce potential impacts to below a level of significance.

FINDING: No significant Project or cumulative impacts related to traffic noise and conformance with City standards have been identified and no mitigation measures are required.

Vehicular traffic of 2,864 vehicle trips per day will not result in a perceptible increase in ambient noise due to Project traffic. Additionally, Project noise will not be incompatible with the levels specified in the Lynwood City Code. Peak noise levels from playground and ball fields will be between 65 to 74 dBA L_{eq}, and average day-night noise levels during large events at the school ball fields will be less than 70 dBA CNEL. (It is noted that there was an error in the discussion of the potential CNEL noise levels in the Draft EIR, which has been corrected in the Final EIR. The text change does not indicate any new significant information but, rather, serves to clarify the analysis already contained in the Draft EIR.) No significant impacts will occur and no mitigation is required.

The Final EIR also analyzes the potential cumulative impacts from the Project together with the impacts of other development projects or related projects. Related projects could result in intermittent construction noise related to development of individual projects and increases in ambient noise levels from operation of the related projects. Because of the dispersed location of the related projects, cumulative impacts would not result in cumulative considerable increases in noise.

Traffic increases from related development would be minimal and generally localized to the area immediately surrounding the Project sites. Increases traffic volumes would not be sufficient to result in a discernable noise increase. No significant impacts would occur.

J. POPULATION AND HOUSING

FINDING: No significant Project or cumulative impacts related to population and housing have been identified and no mitigation measures are required. However, the mitigation measures identified in the Final EIR are approved by and will be implemented by the District and will further reduce the less-than-significant impacts.

The Final EIR analyzes the potential impacts related to population and housing. The proposed Project will displace 27 existing very low- to low-income residential properties that provide housing for 47 households. The affected residential units, which will be acquired by the District through voluntary sales or through an eminent domain proceeding in accordance with State law, are located at the following addresses:

- 5246 Martin Luther King Jr. Blvd.
- 5242 Martin Luther King Jr. Blvd.
- 5234 Martin Luther King Jr. Blvd.
- 5230 Martin Luther King Jr. Blvd.
- 5224 Martin Luther King Jr. Blvd.
- 5222 Martin Luther King Jr. Blvd.
- 5212 Martin Luther King Jr. Blvd.
- 5206 Martin Luther King Jr. Blvd.
- 11404 Duncan Ave.
- 5203 Walnut Ave.
- 5207 Walnut Ave.
- 5215 Walnut Ave.
- 5219 Walnut Ave.
- 5225 Walnut Ave.
- 5229 Walnut Ave.
- 5235 Walnut Ave.
- 5241 Walnut Ave.
- 5247 Walnut Ave.
- 11500 Louise Ave.
- 11506 Louise Ave.
- 11512 ½ Louise Ave.
- 11522 Louise Ave.
- 11526 Louise Ave.
- 11532 Louise Ave.
- 11534 Louise Ave.
- 11540 Louise Ave.
- 11544 Louise Ave.

There are more than a sufficient number of housing units in the market to address the proposed Project. No significant impacts will occur and no mitigation measures are required. However, the mitigation measure identified in the Final EIR is approved and will be implemented by the District as part of the Project, thereby further reducing the less-than-significant impacts and ensuring that the District complies with the requirements of State law to provide assistance to displaced households:

- **HOUS-1**: A relocation assistance plan shall be prepared by the District and approved by the City of Lynwood to identify measures to support relocation of residents that would be replaced by the proposed Project. The plan shall include the following components:

  - The District shall identify comparable housing for all 47 households that would be displaced by the proposed Project.
  - Priority shall be given to housing identified within the City of Lynwood.
  - If comparable housing is not available within the City of Lynwood, housing shall be identified in adjacent communities, located within a reasonable distance from the City.
  - If the household is relocated outside of the school district, relocated households with students currently attending District schools would be permitted to continue attending these schools.
  - Professional appraisal and the marketplace shall determine the exact dollar value required for acquisition at the time of the sale.

No significant housing impacts will occur.

The loss of 47 dwelling units households will not significantly alter SCAG's 2000–05 household forecasts for the City, as the City's "fair share" of regional housing need anticipates replacement of 143 existing units between 1998 and 2005. No significant impacts will occur and no mitigation measures will be required.

The proposed Project will not directly result in an increase in the total number of students enrolled in the Lynwood Unified School District. Instead, the proposed New High School will accommodate over-enrollment at the existing high school plus accommodate approximately 800 additional students that are currently enrolled in elementary and middle schools in the District. As discussed in the Population and Housing and Growth Inducement analysis in the Final EIR, staff will be drawn from the existing labor force in Los Angeles County and will not induce population growth. No significant population impacts will occur and no mitigation measures will be required.

The Final EIR also analyzes the potential cumulative impacts from the Project together with the impacts of other development projects or related projects. District school development projects are intended to address existing and projected enrollment. Development of the proposed Project and the other school projects are intended to relieve existing overcrowding, and would not directly result in a substantial increase in population. Development of related District projects would result in the removal of a total of approximately 141 dwelling units. The Relocation Plan indicates that the affected households could be relocated within a 5-mile radius.

Related projects could increase the number of households displaced. The Housing Elements of adjacent cities have policies and goals related to housing demand that may accommodate some portion of this demand. With approximately 137,000 vacant housing units in Los Angeles County the existing housing would accommodate demand associated with the related projects.

The removal of 141 dwelling units would not significantly alter SCAG's 2000–25 household forecast for the City. The related demolitions do not exceed the number of units anticipated to be replaced by 2005. In addition, none of the related projects within the City would result in demolition of housing units. The City's adopted Housing Element concludes that there are suitable sites available to accommodate the City's fair share of housing need, including replacement housing. No significant cumulative impacts have been identified.

K. PUBLIC SERVICES AND UTILITIES

FINDING: Pursuant to Public Resources Code § 21081(a)(1), the District finds that changes or alterations are hereby incorporated into the Project which will mitigate or avoid the significant environmental effects thereof identified in the completed environmental impact report, and will reduce the significant impacts related to public services and utilities to a less-than-significant level.

The Final EIR analyzes the potential impacts on public services and utilities. The Project will result in the need for additional police protection at the proposed New High School. Without mitigation, these impacts will be significant.

- **PS-1**: Through its existing contract with the Los Angeles County Sheriff's Office, the District shall retain additional deputies as necessary to provide adequate police services at the proposed New High School.

Implementation of this mitigation measure will reduce the impacts related to police protection to below a level of significance.

FINDING: No significant Project or cumulative impacts related to sewage, water demand, solid waste. electricity, schools, and fire protection would occur and no mitigation measures are required.

Sewage flows from proposed Project development will increase sewage generation by 35 percent. The existing 8-inch sewer main on Wright Road will have adequate capacity to handle this increase. The JWPCP in Carson that treats wastewater will have adequate capacity to handle increased wastewater. No significant impacts will occur.

No substantial increase in water demand is anticipated, since no overall increase in student enrollment will result from the proposed Project. The City has adequate water supply to meet current and future demand. No significant impacts will occur.

The proposed high school could result in a generation of approximately 211 tons per year of solid waste, representing 0.002 percent of total regional demand. No significant impacts will occur.

The Project-generated demand for electricity will be 1.7 million kilo-watt hours per year and will be minor in the context of overall demand within Southern California and the State, and will neither result in a substantial increase in demands beyond available supply, nor require a major expansion of power facilities. No significant impacts will occur.

No increase in total student enrollment in the District will result from the proposed Project. The Project will accommodate existing overcrowding at District schools and projected enrollment growth. No significant impacts will occur.

The proposed Project site is located within the five-minute response time of the County Fire Station No. 148. The school will be built in accordance with Building Code Standards related to fire safety and will be adequately served by the Fire Department. No significant impacts will occur.

The Final EIR also analyzes the potential cumulative impacts from the project together with the impacts of other development projects or related projects. No significant cumulative impacts would occur. The District has an existing agreement with the LA County Sheriff Department to retain deputies to provide law enforcement at District schools. The District would modify that agreement as necessary to employ additional sheriff deputies as necessary.

The resident population in the City and surrounding communities would not increase due to related projects. Fire and police protection service ratios would not be affected by the proposed school Projects. Consultation with the Fire Department would ensure that school designs allow adequate access for emergency response vehicles. Demand for law enforcement and fire protection in adjacent jurisdictions would be addressed by the cities in which they are located and would not contribute to cumulative effects within the City of Lynwood.

Employment opportunities associated with related development could increase the area population, which could cumulatively increase demands on schools. Related school development would increase capacity, and provide for additional demands.

Related projects with the highest potential for cumulative impacts are new construction projects rather than reuse of existing urban infrastructure. As the City and surrounding area are largely built-out, there would be relatively few projects that represent substantial new demands on utilities (wastewater, water supply, solid waste, and energy) over existing uses. School development and expansions would generally replace existing urban uses, and the increase in demands on utilities would not be substantial and consistent with local and regional demand projections. No significant cumulative impacts would occur.

L. RECREATIONAL RESOURCES

FINDING: Pursuant to Public Resources Code § 21081(a)(3), the District finds that the proposed mitigation measures will reduce the potential impacts related to loss of parkland to the extent feasible, however, due to the absence of any available alternative sites, it is infeasible to implement any mitigation measures or any alternatives which would fully mitigate or avoid these impacts.

The Final EIR analyzes the potential impacts of the Project related to recreational resources. The loss of the park and the recreational facilities provided by the park will reduce parkland and recreational opportunities for the residents of the City of Lynwood. These impacts will be significant. No other feasible alternative sites have been identified despite the reviews conducted by the District (as described in Section 2.6.1 of the Final EIR). Mitigation Measure REC-1 has been approved and the District will continue to seek to enter into a Joint Use Agreement with the

City to accommodate public use of the recreational facilities at the school during non-school hours.

- **REC-1**: Lynwood Unified School District shall accommodate public use of on-site playing fields, and other recreational facilities during non-school hours, subject to a Joint Use Agreement. In addition, public use of the activity center and "tot lot" shall be permitted during school hours. The District shall offer to enter into an agreement with the City of Lynwood to allow joint use of recreational facilities developed at the school site. The complete text of the proposed Joint Use Agreement is provided in Appendix E of the Final EIR. The Joint Use Agreement details use of Recreation Centers included as part of the proposed Project by the District and the City, site ownership, recreation center revenue, and recreation center costs (including maintenance costs and responsibility). Recreation Centers are defined as the multipurpose center, gymnasium, outdoor playing fields, performing arts center, and library. The proposed Joint Use Agreement includes the following provisions:

  - Ownership of the property lies exclusively with the District.
  - The District shall have use of the recreation centers during normal school days, which include school days throughout the school year, summer sessions, and inter-sessions.
  - The District shall have use of the recreation centers for scheduled school activities, which include school-related activities, events, and functions, including after-school programs, school athletics, parent-teacher association activities, etc.
  - The City shall have use of the recreation centers at all times other than during normal school days and scheduled school related activities.
  - By September 1, both the District and the School shall provide each other with a calendar identifying the date, time, and nature of use of the recreation centers that have been scheduled by that date. This information will be consolidated in order to create a master calendar.
  - The District's use of the recreation centers shall take precedence over all other use of the recreation centers.
  - The City and District shall each be solely responsible for maintaining, repairing, or replacing its respective personal property located at the site.
  - The District shall perform all maintenance of the recreation centers. The District shall secure the services of vendors to perform such maintenance. The cost of maintenance shall be borne equally by both the District and the School.

Despite the District's willingness to accommodate City and public activities onsite pursuant to a Joint Use Agreement, the recreational impacts related to the loss of parkland are considered significant and unavoidable.

The Final EIR also identifies mitigation measure **REC-2**, which would require that the reconfigured play fields include outdoor lighting that would allow for evening use of playing fields. Based upon the information in the record, including the analysis contained in the Final EIR, due to the cost of lighting for the playing fields and the unavailability of funding for field

lighting, this measure has been determined to be infeasible and will not be implemented by the District.

FINDING: Pursuant to Public Resources Code § 21081(a)(1), the District finds that changes or alterations are hereby incorporated into the Project which will mitigate or avoid the significant environmental effects thereof identified in the completed environmental impact report, and will reduce the significant impacts related to the use of recreational facilities to a less-than-significant level.

Use of recreational facilities due to their dual function as school and after-hours play areas could accelerate physical deterioration of the facility. These impacts will be significant. The District approves and will implement the following mitigation measure:

- Mitigation Measure **REC-1** will provide provisions for maintenance of recreational facilities associated with the school.

Implementation of this mitigation measure will reduce impacts to below a level of significance.

The Final EIR also analyzes the potential cumulative impacts from the project together with the impacts of other development projects or related projects. Development of the proposed Project would result in the conversion of Ham Park into the site of a new high school. None of the related projects would result in direct impacts to recreational facilities. No significant cumulative impacts would occur.

M. TRAFFIC AND CIRCULATION

FINDING: Pursuant to Public Resources Code § 21081(a)(1), the District finds that changes or alterations are hereby incorporated into the Project which will mitigate or avoid the significant environmental effects thereof identified in the completed environmental impact report, and will reduce the significant traffic impacts to a less-than-significant level.

Pedestrian traffic to and from the New High School could result in hazards to pedestrians. These impacts would be significant. The District approves and will implement the following mitigation measure as part of the Project:

- **TR-1**: As required by the California Department of Education, the District shall update the designated safe routes to schools for the existing high school and identify safe routes to schools for the proposed high school.

Implementation of this mitigation measure will reduce impacts to below a level of significance.

FINDING: No significant Project or cumulative impacts related to construction or operational traffic associated with the Project or parking have been identified and no mitigation measures are required. However, the mitigation measures identified in the Final EIR are approved by and will be implemented by the District and will further reduce the less-than-significant impacts of the Project.

Construction will generate truck and automobile traffic. Demolition and removal of debris will generate trips and potentially result in localized congestion. Given existing free-flow conditions and adjacent truck traffic, impacts from construction will be less than significant and no mitigation measures are required.

The study intersections currently operate at LOS A and will continue to operate at free-flow conditions following construction and occupancy of the proposed New High School. The loss of the alleyway that extends east from Duncan Avenue will not result in any access issues since the residential units currently at the Project site will be demolished. The proposed Project traffic will also not substantially affect freeway operations. No significant impacts will occur and no mitigation measures are required. Although roadway impacts will be less than significant, the following mitigation measure is approved and will be implemented as part of the Project to further minimize localized congestion.

- **TR-2**: All bus parking, bus drop-off and pick-up of students is to be restricted to the designated areas as indicated on the site plan.

During the AM Peak Hour, a total of approximately 67 vehicles (approximately 1 per minute) will be anticipated to turn left into the site from Martin Luther King Jr. Blvd. A continuous left turn lane is located in the roadway that has a capacity for 14 vehicles. The longest anticipated left turn queue at the left turn lane will be six vehicles, which will be accommodated by the existing left-turn lane. No significant impacts will occur and no mitigation measures are required.

The school will require 386 parking spaces to meet parking demands by students, faculty, and staff. The proposed 416 parking spaces proposed by the Project design will be adequate to accommodate student and staff demand. The unoccupied playing fields may be temporarily used to accommodate overflow parking for weekend or evening school activities. There is the potential for students, parents, faculty, and staff to park on the street or use this as a waiting area for pick/up and drop off. Impacts from this type of activity will not be substantial because adequate parking will be provided on site. No significant impacts will occur and no mitigation measures are required. Mitigation Measures TR-3 through TR-5 are approved and will be implemented as part of the Project to further reduce less-than-significant impacts of the proposed Project on parking:

- **TR-3**: "No Stopping" signs between 6:00 a.m. and 8:00 a.m. and 2:00 p.m. and 4:00 p.m. along Martin Luther King Jr. Boulevard should be posted on both sides, and Duncan Avenue and Wright Road, also on both sides.

- **TR-4**: Students, faculty, and employees should park on the school site to avoid harm and inconvenience to the adjacent residential area. The District shall cooperate with the Los Angeles Sheriffs Department in responding to complaints regarding unauthorized off-campus parking.

- **TR-5**: Special provisions including hand guidance and direction to events must be pre-planned and organized in a manner that will eliminate or minimize parking intrusion to the adjacent residential district. Special event parking should utilize

unoccupied playing fields for overflow parking to avoid parking impacts on the adjacent residential areas.

No significant impacts will occur.

The Final EIR also analyzes the potential cumulative impacts from the project together with the impacts of other development projects or related projects. Ambient traffic is anticipated to increase at a rate of 1.5 percent per year as a result of area-wide development and growth. In year 2005, all intersections would continue to operate at LOS A, when ambient growth is considered. Traffic from development of four additional schools would not be cumulatively considerable, given the enrollment, the geographic spread of the schools, and the localized nature of related vehicle trips. Other related projects are generally a considerable distance from the Project site. The contribution of these projects would not be cumulatively considerable.

All District schools would be designed to provide access to emergency vehicles through the inclusion of all-weather surfaces providing access to structures. Schools would be designed consistent with all applicable regulations requiring access for emergency vehicles. No significant cumulative traffic impacts would occur.

Pedestrian traffic to and from the new school sites could result in hazards to pedestrians, including students walking to and from school. As new schools are added, the geographic area served by existing schools may change. Designated safe routes to existing schools may warrant modification. These impacts would be significant. The District approves and will implement the following mitigation measure as part of the Project:

- **CUM-1**: The District shall update the designated safe routes to schools for all existing schools, at such time as the number and location of new schools has been identified.

Implementation of this mitigation measure will reduce impacts to below a level of significance.

There is one mitigation measure that would require the cooperation of the City. Implementation of all other mitigation would be the responsible of the LUSD's Business Services Division. Pursuant to Mitigation Measure TR-3, installation of "No Stopping" signs along Martin Luther King Jr. Boulevard, Duncan Avenue and Wright Road were suggested to further reduce potential Project-specific impacts. Installation of the proposed signage would require the approval of the City of Lynwood, and is therefore beyond the jurisdiction of the LUSD. This mitigation measure is considered technically feasible and would reduce potential impacts. The District finds that the mitigation measure is within the responsibility and jurisdiction of the City of Lynwood and can and should be implemented by the City. Furthermore, by approving Mitigation Measure TR-3, the District agrees to cooperate with the City to implement the subject improvements. However, no significant Project or cumulative traffic impacts have been identified and, if the City of Lynwood does not install the proposed signage, impacts would remain less-than-significant.

N. CUMULATIVE IMPACTS

Cumulative impacts are the anticipated impacts of the proposed project in combination with the impacts of reasonably foreseeable growth. As stated in CEQA Guidelines §15130(b)(1), reasonably foreseeable growth may be based on either of the following, or a combination thereof:

- A list of past, present, and probable future projects producing related or cumulative impacts
- A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions

The cumulative impacts are described in the preceding sections (IV.A - IV.M).

For the purposes of this EIR, the potential cumulative effects of the proposed Project are based upon a combination of a list of projects and adopted regional planning documents. For cumulative impacts in the local area, a list of "related projects" was developed and presented in Table 2-2 of the Final EIR. The study area for analysis of the potential cumulative effects in the Final EIR is the District, the City of Lynwood and the adjacent cities of Bellflower, Compton, Downey, Huntington Park, Paramount, and South Gate, with the following exceptions: (1) air quality, is analyzed for the South Coast Air Basin; (2) Traffic and Transportation, which is analyzed based on input from the RCPG, which covers the five-county area of Orange, Los Angeles, Ventura, Riverside and San Bernardino counties; and (3) hydrology, which is analyzed for the Los Angeles River watershed.

As discussed above, the District's Facilities Master Plan is a preliminary feasibility study prepared pursuant to State law (SB 50) to estimate future enrollment, consider options to accommodate future enrollment, and to identify existing schools which require renovation to bring them up to current instructional standards. This Facilities Master Plan estimated that enrollment in the District would increase from approximately 17,406 students in 1999/2000 to approximately 21,141 students in 2009/10, an increase of approximately 3,735 students.

Using State standards for class size and instructional models, the capacity of existing schools in the district was calculated (based upon the existing number of classrooms, including those classrooms located in temporary buildings), which identified a future capacity shortage for a total of approximately 4,262 students. To alleviate that shortage and relieve existing overcrowding at several schools, the Facilities Master Plan analyzed five alternative planning scenarios and identified one (Alternative E) as the preferred solution. The preferred alternative proposed a combination of expansion of existing (elementary school) sites and development of five new schools to meet the identified shortfall, including one high school, one middle school, and three elementary schools. The Facilities Master Plan then suggested general locations for these new schools within the City of Lynwood (based upon projected future enrollment capacities and demand in areas of the City), for planning purposes.

Subsequent to the approval of the Facilities Master Plan, the District embarked upon a process to identify and evaluate existing school sites that could be expanded, and potential locations for

new schools. The identified sites were then reviewed with the State Department of Education, which utilized a range of review criteria (described in the *School Selection and Approval Guide*, CDE, 2000, hereby incorporated by reference) to reduce the number of sites under consideration. Agnes and Lugo Elementary Schools were identified as candidates for site expansions, which would permit an increase in enrollment at Lugo Elementary School from 563 to 720 students, while enrollment at Agnes Elementary School would decrease from 766 to 720 students. Five specific sites were identified for construction of new schools (which are depicted on Figure 2-7 of the Final EIR): (1) Ham Memorial Park for a new high school (the subject of this EIR); (2) Lynwood Plaza for a new middle school; (3) a site at Long Beach Boulevard and Pluma Street for Elementary School No. 1; (4) a site on Long Beach Boulevard between Palm and Carlin Avenues for Elementary School No. 2; and (5); a site on Martin Luther King Jr. Boulevard between Bullis Road and Ernestine Street for Elementary School No. 3. Other existing schools are proposed to be renovated, and permanent classrooms constructed to replace existing temporary classrooms.

Pursuant to State law, the District has been engaged in more detailed evaluation of the proposed sites, including investigation of the potential for current or prior uses of the sites (or areas adjacent to the site) to have resulted in the presence of hazardous substances which could pose a risk to occupants of the new or expanded schools pursuant to the requirements of State law.

The cumulative impact analysis in this EIR considers the potential impacts of all of the reasonably foreseeable and probable school projects, including renovation of existing schools, site expansion projects, and five new schools, including the proposed Project. However, although seven sites have been identified (expansion of existing schools and construction of five new schools), until the site review process is completed for all seven sites, and DTSC determines that any potential health risks can be reduced to acceptable levels, it is not known whether all seven school projects will proceed at the currently identified sites. This EIR assumes that all seven projects would occur at the currently identified sites, based upon available preliminary planning information for the proposed two school expansion projects and the five new schools.

The school projects that may be considered by the District would be intended to relieve overcrowding at existing schools and accommodate future enrollment demand, which is based on existing enrollment and demographic projections for school-age children within the District. Even if none of the proposed projects are developed, expansion of enrollment is predicted to continue at the elementary, middle and high school levels. This would require provision of additional modular classrooms and the hiring of new teachers and staff. Thus many of the impacts associated with increased enrollment are likely to occur even in the absence of the construction of five new schools, or the proposed expansion of two existing elementary schools.

O. MITIGATION MONITORING PROGRAM

When making findings, CEQA requires that a lead agency must adopt a reporting or monitoring program for the changes to the Project which it has adopted or made a condition of Project approval in order to ensure compliance during Project implementation. The New High School Mitigation Monitoring Program accompanying the Final EIR (the "MMP") is designed to serve this purpose for the mitigation measures identified in the Final EIR. The MMP requires the District to monitor mitigation measures designed to reduce or eliminate significant impacts, as

well as those mitigation measures designed to reduce environmental impacts which are less than significant. The MMP includes all of the mitigation measures identified in the Final EIR and has been designed to ensure compliance during implementation of the Project.

The Board finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the Final EIR and in the MMP. The Board adopts the Mitigation Monitoring Program for the Project that accompanies the Final EIR. The monitoring program designates responsibility and anticipated timing for the implementation of mitigation measures and conditions within the jurisdiction of the District. That program is hereby adopted and its implementation is hereby made a condition of approval.

The District approves and will implement all of the mitigation measures identified in the Final EIR, with one exception. As stated above (Section IV.L. Recreation), the Final EIR identifies mitigation measure **REC-2**, which would require that the reconfigured play fields include outdoor lighting that would allow for evening use of playing fields. Based upon the information in the record, including the analysis contained in the Final EIR, due to the cost of lighting for the playing fields and the unavailability of funding for field lighting, this measure has been determined to be infeasible and will not be implemented by the District.

Furthermore, as stated in Section IV.D, above, it is noted that the relocation of the Abbott Residence may not be feasible, if it has not retained sufficient structural integrity to permit onsite relocation.

Additionally, implementation of Mitigation Measure TR-3 will require the cooperation and action of the City and, although the District agrees to cooperate with the City, implementation of Mitigation Measure TR-3 is beyond the jurisdiction of the District.

P. ALTERNATIVES

An EIR prepared pursuant to CEQA and the State CEQA Guidelines must describe and comparatively evaluate a range of alternatives to the proposed project (see §15126.6 of the CEQA Guidelines). The lead agency is given substantial latitude in determining the range of reasonable alternatives under the general guidance that an alternative must be feasible and shall be selected and described in a manner to foster meaningful public participation and informed decision making. The analysis of the environmental effects of the alternatives is intended to be less detailed than the analysis of the proposed Project and to be primarily comparative.

Analysis of every possible alternative or option or combination of options would overburden the EIR with an unnecessary amount of detail that would be redundant and complex, and would as a result fail to provide meaningful information for the School Board to consider in its review of the Project. To develop the alternatives that are analyzed herein, a list of potential alternatives was prepared. Each potential alternative was evaluated, to determinate whether it would (1) feasibly attain most of the basic objectives of the Project, (2) have the potential to avoid or substantially lessen any of the significant effects of the Project, and (3) likely be considered feasible.

Alternatives to the Project that could potentially meet most of the Project objectives (which are described in Section III, above) and avoid or substantially lessen any of the significant effects of the Project are analyzed in this EIR as part of the environmental review of the Project. The

analysis of each alternative provides a comparison of the potential impacts of the alternative in relation to the Project. The following alternatives are evaluated in this EIR: (1) No Project, (2) Ham Park Only, (3) No Development within Ham Park, and (4) a Ham Park/Civic Center Alternative.

Under the **No Project Alternative**, the proposed New High School Project would not be developed. As existing elementary and middle school students reach high school age, enrollment demand at the existing high school would continue to grow. Lynwood High School would continue to operate in exceedance of capacity, and accommodation of additional students would require provision of additional modular classrooms. Accelerated physical deterioration of existing facilities would continue as a result of overcrowding.

No alterations to Ham Park would occur and the adjacent residences would remain in the current condition. The 14.8 acres of land that comprise the proposed site would remain as a park and residential dwelling units. None of the impacts of the proposed Project would result under this alternative.

Because no additional enrollment capacity would be provided, future increases in enrollment demand at Lynwood High School would likely require the provision of additional modular classrooms. Because current enrollment at the school is over the design capacity, the placement of additional modular buildings would require the loss of either open space, playing fields, basketball (or other) courts, or surface parking. Because of ongoing parking limitations at the High School, removal of existing surface parking is not considered feasible, thus additional modular classrooms would either remove campus open space or space used for physical education. This could constrain the ability of the District to continue to provide an appropriate range of physical education programs.

Under this alternative, the District would be unable to provide a range of academic programs for 1,600 high school students on a contiguous site; overcrowding at the existing Lynwood High School would continue; enrollment capacity would not meet projected enrollment demand; and a school would not be developed that utilizes funds available under Senate Bill 50. Therefore, none of the Project objectives would be met by the No Project Alternative.

Under **Alternative 2, the Ham Park Site Only Alternative**, the proposed Project would be reconfigured so that all school buildings would be constructed within the existing boundaries of the approximately 10-acre Ham Park. The proposed Project, as currently configured, would result in the construction of a parking structure, a multi-purpose "City function" building, and a "tot lot" (for use by area residents) in an area of approximately 4.8 acres along the western edge of the proposed site, which would require the removal of 47 residential units. Under this alternative, the parking garage, "City function" building, and "tot lot" would be constructed on the southern portion of the site, in the area currently occupied by playing fields. The Abbott Residence would be relocated to the southern portion of the site. No residential units would be removed; however, the portion of the site available for recreational playing fields would be reduced by approximately half. As a result, the extent of physical education programs that could be offered at the new high school would be substantially reduced.

Under this alternative, the District could relieve overcrowding at the existing Lynwood High School; expand enrollment capacity to meet projected enrollment demand; and develop a school that utilizes funds available under Senate Bill 50. However, the school site would be reduced in size and would not be adequate for a new high school. Because the size of the site would be reduced from approximately 14.8 to 10 acres, the amount of land area available for physical education programs would be reduced from approximately 8.1 to 4 acres. The smaller site would substantially constrain the design of the high school and limit programmatic and educational options for the school. For example, the range of physical education programs that could be offered at the site would be reduced, compared to the proposed Project. Therefore, this alternative would not meet the objective to offer a full range of academic programs (including physical education) for 1,600 students on a contiguous site.

Under **Alternative 3, Limited Development of Ham Park Alternative**, the Project would be reconfigured to avoid development of construction of high school buildings within the existing boundaries of Ham Park. The school facilities and parking structure would be constructed within the area currently occupied by residential facilities (with the parking structure in generally the same location as the proposed Project on Martin Luther King Jr. Boulevard). Ham Park would be utilized during school hours by the high school. As a result, Ham Park would be reconfigured to provide playing fields (e.g., on the southern portion of the park) and other recreational facilities (e.g., basketball courts on the northern portion of park), which would be utilized for physical education programs during school hours. In order to provide sufficient area to construct the school buildings and a parking structure outside the boundaries of Ham Park, additional residential properties (compared to the proposed Project) would need to be acquired.

This alternative would require a site of approximately 14.8 acres. Of those 14.8 acres, approximately 8.1 acres would be playing fields and open space and approximately 6.7 acres would be covered by buildings and the parking structure. Therefore, in addition to the use of the 10-acre park, this alternative would require acquisition of approximately 6.7 acres of residential properties adjacent to the park to accommodate the school facilities and parking structure (i.e., approximately 1.9 more acres than required for the proposed Project). Because no new structures would be built within Ham Park, no relocation of the Abbott Residence would be required, and no replacement of the "City function" building or "tot lot" would be required. However, in order to meet the criteria of the Division of State Architect for schools, a secure area (e.g., surrounded by a fence) would have to be established. Depending on the layout of the site, daytime access to the "City function" building and the "tot lot" could be restricted, because of the need to provide a secure site for all of the high school functions. As a result, although no relocation of the City function building and tot lot would be required (since Ham Park would not be developed with school facilities), it is anticipated that these facilities would not be available during school hours.

Under this alternative, assuming that the District could adequately secure the site, including the existing park areas, as required by State law, the District could: offer a full range of academic programs (including physical education) for 1,600 students on a contiguous site; relieve overcrowding at the existing Lynwood High School and expand enrollment capacity to meet projected enrollment demand. It appears that this alternative would be eligible for funding under Senate Bill 50, as would the proposed Project. Although this alternative would, therefore, be capable of achieving the Project objectives, it would substantially increase the adverse impacts

upon the use of the park facilities, including the tot lot. The proposed Project has been designed to accommodate the proposed new high school and to replace the City's park facilities, including the tot lot, in an area removed from the proposed school facilities, so that the public could retain access to these facilities even during school hours. This alternative would not permit the relocation or replacement of such park facilities, and, therefore, would result in greater impacts related to the loss of parkland. This alternative would meet identified Project objectives, although impacts would be worse than under the proposed Project.

Alternative 4, the Ham Park/Civic Center Alternative was also analyzed. In response to the Notice of Preparation for this EIR (and in consultation with the District on other occasions), the City of Lynwood suggested an alternative to the proposed Project that would include development of a sports-magnet high school (or "sports academy") at the site of Ham Park and an arts-magnet high school adjacent to the Lynwood Civic Center. Although the City developed preliminary drawings for this conceptual alternative, the City did not provide the School Board and the public with any detailed information related to this concept. To give the School Board and the public information regarding the potential for such an alternative to reduce or avoid the potential impacts of the proposed Project, the following analysis is provided.

For this alternative, it is assumed that two schools would be developed; one a sports-magnet school with an enrollment of 600 students at the site of the existing Ham Park; the second an arts-magnet school with an enrollment of 1,000 students located in the area surrounding Lynwood City Hall, the City Hall Annex, and the site on Martin Luther King Jr. Boulevard between Bullis Road and Ernestine Avenue currently occupied by a former bowling alley (which is the site proposed for Elementary School No. 3). It is assumed that each school would include classroom and related support space (e.g., administration, cafeteria etc.), and provide on-site parking for students, teachers, and staff. It is assumed that the sports magnet at Ham Park would provide facilities appropriate to the general curriculum and physical education, and the arts-magnet at the Civic Center would include facilities for the general curriculum and the arts, but without facilities for physical education (due to space limitations at that location). It is further assumed that existing parking lots at the Civic Center would be replaced with a single parking structure that would serve both the arts-magnet school and the Civic Center, with access from both Bullis Road and Ernestine Avenue. It is assumed that no facilities or functions at the Civic Center would be removed as a result of this alternative.

Because two schools would be developed under this alternative, it is assumed that some duplication of facilities would be required (e.g., administration, food service) at each school, and that the overall land area impacted by two schools would be greater than the single school proposed for the Project.

Under this alternative, the District could relieve overcrowding at the existing Lynwood High School; and expand enrollment capacity to meet projected enrollment demand. Because development would occur at two sites, only one site (at Ham Park) could provide physical education programs, as a result, the other high school site would not offer physical education facilities. Because of the limited land area at Ham Park, a full range of academic programs (including the arts) could not be accommodated. Therefore, this alternative would not meet the objective to offer a full range of academic programs (including physical education) for 1,600 students on a contiguous site. Finally, this alternative would substantially delay the completion

of a new high school and result in substantial new costs to the District, for which there is no apparent source of funding. Therefore, this alternative would not meet the Project objectives.

In addition to the alternatives described above, two other potential alternatives were considered in the preparation of this EIR, but detailed analysis was not provided in the EIR because these alternatives are not considered feasible: (1) expansion of the existing Lynwood High School and (2) development of the proposed Project at an alternative site.

The proposed Project is the environmentally superior alternative, because it meets the Project objectives and incorporates mitigation measures to avoid significant impacts to the extent possible. As stated in Section 4.6 of the Final EIR, of the other alternatives considered, the No Project Alternative would be environmentally superior, because none of the impacts of the proposed project would occur, including the potentially significant land use and recreation impacts; however, the No Project Alternative would not allow development of a new high school and would not effectively reduce the overcrowding at the existing high school or achieve the District's objectives.

Q. STATEMENT OF OVERRIDING CONSIDERATIONS

The Board has balanced the benefits of the Project against its unavoidable environmental risks in determining that the specific economic, legal, social, technological, or other benefits outweigh the unavoidable significant adverse environmental effects related to land use and recreation. Section 15093(b) of the State CEQA Guidelines provides that when the decision of the public agency results in the occurrence of significant impacts which are identified in the Final EIR but are not substantially mitigated, the agency must state in writing the reasons to support its actions based on the Final EIR and/or other information in the record. The reasons set forth below are based on the Final EIR and other information in the record.

Based upon the substantial evidence in the record, including but not limited to the Final EIR, the Report on the Proposed New High School, and the Facilities Master Plan, the District finds that the benefits of the Project outweigh its unavoidable adverse environmental effects and, furthermore, finds that such adverse environmental effects are acceptable. The reasons for the approval of the Project despite the occurrence of significant unavoidable adverse land use and recreational impacts include the following:

1. The Project would enable the District to achieve the objectives while avoiding significant environmental effects to the extent possible. As demonstrated by substantial evidence in the record, including but not limited to the Final EIR and the Report on the Proposed New High School, the Project would allow the District to:

- Provide a full range of academic facilities and programs, including sciences, arts, and physical education for 1,600 high school students on a contiguous site;

- Relieve overcrowding at the existing Lynwood High School;

- Expand enrollment capacity to meet projected Lynwood Unified School District ("District") needs based on existing elementary and middle school enrollment and demographic projections; and

- Develop a school that utilizes funds available for districts with financial "hardship status" under State law

2. The Project would enable the District to avoid and reduce significant environmental effects to the extent feasible by relocating the Abbott Residence (if the house has retained sufficient structural integrity to be relocated) and to accommodate City activities and public use through the proposed Joint Use Agreement.

3. Implementation of the Project would ensure that the New High School is built in the most cost effective manner and would implement the environmentally superior alternative.

4. Implementation of the Project would offer the citizens of Lynwood recreational opportunities onsite through the proposed Joint Use Agreement with the City.

5. Furthermore, there are no feasible alternative sites within the Lynwood Unified School District, as described in the Final EIR and in the "Report on the Proposed New High School, Lynwood Unified School District." Therefore, there are no feasible mitigation measures or alternatives that would reduce or eliminate the significant and unmitigated land use and recreational impacts associated with the loss of parkland. However, the proposed Joint Use Agreement and other features of the Project, such as the site design, would reduce such impacts to the extent feasible. For the reasons stated above, and based on substantial evidence in the record before it, the District finds that the unavoidable adverse environmental effects related to the loss of parkland are acceptable and, furthermore, finds that the benefits of the Project outweigh its unavoidable adverse environmental effects.

6. As described in the Final EIR and in the Report on the Proposed New High School and elsewhere in the record, there are no feasible mitigation measures or alternatives that would reduce the impacts related to the Project's inconsistency with the City's building setback and height limitation, which are identified as significant and unmitigated impacts. Because of site constraints and in order to make the most effective use of the site and to achieve an integrated and accessible campus design, the building setback encroachment is unavoidable. Furthermore, the only way to reduce or eliminate the height exception, the proposed theater would have to be eliminated from the Project. For the reasons stated above, and based on substantial evidence in the record before it, the District finds that the unavoidable adverse environmental effects related to the inconsistencies with the City's zoning requirements for setbacks and height limitations and the potential cumulative impacts are acceptable and, furthermore, finds that the benefits of the Project outweigh its unavoidable adverse environmental effects.

R. INCORPORATION BY REFERENCE

The Final EIR, the transcript of the Draft EIR Scoping meeting, the Facilities Master Plan and any oral or written comments submitted to the District at or prior to the hearing before the Board on March 26, 2002, and the Report on the Proposed New High School are hereby incorporated into these Findings in their entirety. Without limitation, the incorporation is intended to elaborate on the scope and nature of mitigation measures, the comparative analysis of alternatives, and the reasons for approving the Project in spite of associated significant unavoidable adverse impacts.

S. RECORD OF PROCEEDINGS

Various documents and other materials constitute the record of proceedings upon which the Board bases its Findings and decisions contained herein. Most documents related to this Final EIR are located in the District's Public Information Office, located at 11321 Bullis Road, Lynwood, CA 90262. Some documents included in the record of proceedings may also be located at the offices of consultants retained by the District for this Project. The custodian for the record of proceedings is the Public Information Office of the District, 11321 Bullis Road, Lynwood, CA 90262.

V. SUMMARY

1. Based on the foregoing Findings and the information contained in the record, the Board has made one or more of the following findings with respect to each of the significant effects of the Project identified in the Final EIR:

a. Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects on the environment.

b. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other public agency.

c. Specific economic, legal, social, technological, or other considerations, make infeasible the mitigation measures or alternatives identified in the Final EIR that would otherwise avoid or substantially lessen the identified significant environmental effects of the Project.

2. Based on the Findings stated herein and information contained in the record, it is hereby determined that:

a. All significant effects on the environment due to the Approval of the Project have been eliminated or substantially lessened where feasible.

b. Any remaining significant effects on the environment found unavoidable are acceptable due to the factors described in the Statement of Overriding Considerations in Section IV.Q, above.

VI. APPROVALS

The Board hereby takes the following actions:

A. The Board has certified the Final EIR for the Project, as described in Section I, above.

B. The Board hereby adopts, incorporates into the Project, and makes a condition of the Project approval, all mitigation measures within the responsibility and jurisdiction of the District and described in the Final EIR, and as discussed in the Findings, Section II, above and Project Impacts and Disposition of Related Mitigation Measures Identified in the Final EIR, Section IV, above.

C. The Board hereby adopts the Mitigation Monitoring Program, accompanying the Final EIR and discussed in the Findings, Section IV.O, above.

D. The Board hereby adopts the Findings in their entirety, as set forth above, including the Statement of Overriding Considerations.

E. Having certified the Final EIR, independently reviewed and analyzed the Final EIR, incorporated mitigation measures into the Project as conditions of the Project approval, and adopted the Findings (including the Statement of Overriding Considerations set forth therein), the Board hereby approves the New High School Project, as described in the Final EIR, including site approval and design.

ATTACHMENT C

THREE PARTY AGREEMENT
RE HAM PARK
WITH JOINT ESCROW INSTRUCTIONS

THREE PARTY AGREEMENT RE HAM PARK WITH JOINT ESCROW INSTRUCTIONS

This Three Party Agreement re Ham Park with Joint Escrow Instructions is dated for reference as of September 2, 2003 ("Agreement"), among the City of Lynwood ("City"), the County of Los Angeles ("County"), and the Lynwood Unified School District ("District"), with regard to the following recitals:

A. Whereas, City is organized and exists as a municipal corporation under the laws of the State of California; County is organized and exists as a body politic and corporate under the laws of the State of California; and District is organized and exists as a public school district under the laws of the State of California;

B. Whereas, on or about May 7, 1953, County executed a deed conveying to City certain real property situated in City commonly known as Ham Park;

C. Whereas, on April 23, 2002, City and District signed a Memorandum of Understanding which provides in part that District plans to acquire Ham Park and certain contiguous parcels of land in City, to build a new public high school; on March 26, 2002, District duly and validly approved such project and an Environmental Impact Report for Ham Park and said contiguous parcels of land in City, to build a new high school;

D. Whereas, City and County have agreed to convey their respective interests, if any, in Ham Park to District in lieu of condemnation by the District for school purposes, and for no other reason;

E. Whereas, under Public Resources Code § 5401 et seq., the amount of compensation for park land taken in eminent domain is set by law;

F. Whereas, under Government Code § 25550.7 certain restrictions are placed upon any agreement between a City and County to modify or eliminate restrictions limiting use of land to park use;

G. Whereas, City, County, and District desire to enter into this Agreement to accomplish the conveyance of Ham Park to the District, in lieu of condemnation, to establish a mechanism under which the District will pay the compensation required by law for Ham Park, and to resolve any disputes among City, County, and District as to Ham Park;

H. Whereas, this Agreement is submitted to the Office of Public School Construction and the State Allocation Board pursuant to the requirements of 2 CCR 1859.2 et seq.

Now, therefore, in consideration of the mutual covenants contained herein, City, County, and District agree as follows:

1 **PROPERTY**. The parties agree that "Property" as used herein shall mean that certain real property commonly known as Ham Park, in the City of Lynwood, County of Los Angeles, State of California, comprised of: (i) the land described in Exhibit 1 attached and incorporated by reference; (ii) the improvements to said land, namely all of City's and County's right, title and interest in and to all structures and buildings attached to said land and fixtures placed on or attached to said land as of the Close of Escrow; and, (iii) all rights, privileges, appurtenances and easements incidental to said land or arising from the ownership of it.

2 **ACQUISITION IN LIEU OF CONDEMNATION.**

2.1 **Acquisition of Property.** The parties acknowledge and agree that District is acquiring the Property under the terms of this Agreement in lieu of but under threat of condemnation.

2.2 **Use of Compensation for Property.** City agrees to use the compensation received from the District ("Compensation") under this Agreement for park purposes; namely, to acquire, develop and maintain in perpetuity one or more parcels of land in City mutually agreeable to City and County, for public park land purposes. City shall provide County forty-five (45) days prior notice of City's decision to use the Compensation received. The notice shall describe, in reasonable detail sufficient to allow the County to determine compliance with this section, the use to be made of the Compensation. Within such forty-five (45) day period, County shall provide City notice whether County agrees to such use of the Compensation. If all or any part of the Compensation is not used for such purposes, it shall promptly be returned to the District for refunding to the State Allocation Board, except as provided for in Section 4.3.

3 TRANSFER AND CONVEYANCE OF PROPERTY.

3.1 **Purchase and Sale**. City represents that it owns the Property in fee simple, subject only to the reversionary rights of the County under the 1953 Deed (as defined in Section 4.1, below), and has lawful authority to grant and convey such interest to District under the terms of this Agreement and to perform City's obligations under this Agreement.

3.2 **Compensation.** The Compensation to be paid by the District for the Property shall be its appraised value of $35,938,314, as determined in the written appraisal of Lea Associates, Inc. ("Appraisal"), conditioned upon approval of such Appraisal by the District, and conditioned upon the Office of Public School Construction's and State Allocation Boards' approval for one hundred percent (100%) reimbursement to the District of such Compensation pursuant to governing law and regulations including 2 CCR 1859.74.1. The parties acknowledge and agree that such Compensation represents or exceeds the fair market fee value of the Property, and is sufficient compensation to enable the City to replace Ham Park and the facilities thereon. The Compensation equals or exceeds the cost of acquiring substitute park land of comparable characteristics and of substantially equal size located in an area which would allow for use of the substitute park land and facilities by generally the same persons who use the existing Ham Park and facilities, and the cost of acquiring substitute facilities of the same type and number, plus the cost of development of such substitute park land, including the placing of such substitute facilities thereon, in accordance with Public Resources Code sections 5401, et seq. (collectively, the "Substitute Park"). While the District disputes the applicability of Public Resources Code sections 5401, et seq., and Government Code section 25550.7, the parties agree that the standards for compensation set forth in these sections are met by the Compensation to be paid under this Agreement. The District is obligated to pay or provide no other compensation, except as provided for in this Agreement.

3.3 **Payment of Compensation.** Prior to the Closing Date, District shall deposit with Escrow Holder: (i) the Compensation; and, (ii) any and all other sums to be paid by District hereunder. Upon or after Close of Escrow, Escrow Holder shall disburse the Compensation only pursuant to the joint written instructions of the City and County, except as provided for in Section 4.3.

3.4 **Assumption of Obligations.** From and after the Close of Escrow, District shall assume all liabilities and obligations for the Property arising at or after 12:01 a.m. on the Close of Escrow ("Transfer Time").

3.5 **Possession.** City shall deliver actual and legal possession of the Property to District at Close of Escrow.

4 COUNTY'S REVERSIONARY INTEREST

4.1 **County's Interest in Property.** County owns a reversionary interest in the Property pursuant to a deed recorded at Book 41904, page 104, of the records of the Los Angeles County Recorder, executed by County on or about May 7, 1953, ("1953 Deed"), a copy of which is attached and incorporated by reference as Exhibit 2, and County represents that it has lawful authority to grant and convey such interest to District in lieu of condemnation under the terms of this Agreement.

4.2 **Transfer of Park Use Condition.** The parties hereby acknowledge that the 1953 Deed restricts the Property's use to public park and playground purposes with a reverter to the County should the City fail, refuse or neglect to use the Property for public park purposes. In order to effectuate the transfer of the Property to the District as contemplated in this Agreement, and to satisfy the requirements of Government Code Section 25550.7 to the extent if any they are applicable, the parties agree that the 1953 Deed restriction on the Property shall be transferred to the Substitute Park, as provided for in Section 4.4. In conformity with Government Code Section 25550.7 to the extent if any it is applicable, the District hereby agrees that the Property will be devoted to a public purpose, namely, the construction of the New High School Project, and the City hereby agrees that the Substitute Park to be acquired and constructed shall be of substantially the same value as the Property and shall be devoted to substantially the same public use, namely, public park purposes.

4.3 **Retention of Fair Market Value of the Property in Escrow.** The Escrow Holder shall retain in Escrow the total amount of $ 4,040,000, from the Compensation paid by the District, which the parties hereto acknowledge as the fair market value of the Property (the "FMV Retention). The FMV Retention will be held in Escrow until such time as the City awards the contract(s) for the

construction of the Substitute Park. The County, in its sole discretion, may authorize the release of the FMV Retention to the City to fund Substitute Park improvements prior to the award of the contract(s) for the construction of the Substitute Park, if the City has acquired all parcels necessary for the Substitute Park and the County determines that the Substitute Park to be constructed conforms with the provisions of this Agreement and Government Code Section 25550.7 (to the extent if any that it is applicable). Should the City fail to acquire the property necessary for the Substitute Park within three (3) years of the date of execution of this Agreement, at the sole option of the County, Escrow Holder shall release the FMV Retention to the County and the County shall have no further obligations pursuant to this Agreement except that the FMV Retention shall be used by the County for park and recreation purposes only.

4.4 **Restrictive Covenant.** Upon completion of the Substitute Park, the City shall deliver to the County a restrictive covenant in the form attached hereto as Exhibit 3, in favor of the County, restricting the use of the entire Substitute Park to public park and playground purposes and granting the County a right of reverter in the Substitute Park in the event of violation of such use restrictions (the "Restrictive Covenant"). The City agrees that it will provide the necessary acceptance of the County's Restrictive Covenant and that the County shall cause the Restrictive Covenant from the City to the County to be recorded in the Los Angeles County Recorder's Office.

4.5 **Joint Use Agreement.** The City and District have concurrently entered into joint use agreements, on mutually agreeable terms, that will permit the City to use District facilities, and vice versa, for the purpose of continuing the City's recreational programs and services currently utilizing the Property until such time as the Substitute Park is completed and in compliance with section 10 of the Memorandum of Understanding dated April 23, 2002, between the Lynwood Unified School District and the City of Lynwood. The joint use agreements shall be effective upon Close of Escrow.

4.6 **CEQA Indemnification.** The City shall defend, indemnify, and hold County and County's elected and appointed officers, agents and employees free and harmless from and against any and all liabilities, damages, claims, costs and expenses (including without limitation, attorneys' fees, legal expenses and consultants' fees) arising in whole or in part from any action or proceeding brought pursuant to the California Environmental Quality Act of 1970, as

amended (Public Resources Code section 21000, *et seq.*), relating to the actions of the City and County contemplated by this Agreement.

5 CONDITION OF TITLE AND PROPERTY.

5.1 Approval of Title. District hereby acknowledges that it has received a preliminary title report from North American Title Company ("Title Company"), dated as of August 19, 2002, Order No. 820772-89, a true and correct copy of which is attached and incorporated by reference as Exhibit 4. District has approved the Title Report and all exceptions to title disclosed by the Title Report. City warrants and represents that there are no other conditions of title, liens, encumbrances or clouds on title to the Property.

5.2 Title Policy. A CLTA Owner's Title Insurance Policy ("Title Policy") shall be issued by the Escrow Holder, or its underwriter, at the Close of Escrow. If District elects to have an ALTA policy issued, District shall pay all costs associated with, and the premium for, said ALTA Policy in excess of the costs and premium that would have been incurred for a CLTA policy. In addition, District shall obtain at its sole cost any survey required in connection with the ALTA Policy and any endorsements requested by District. The Title Policy shall be in an amount as determined by the District, for the protection of District as a fee owner of the Property.

5.3 Intervening Liens or Encumbrances. City and County represent and warrant, now and as of the Close of Escrow, that they each have not and will not have voluntarily created or caused any lien, cloud or encumbrance to attach to the Property other than as set forth in the 1953 Deed. City and County each agree to discharge any such lien, cloud or encumbrance of record at or prior to Close of Escrow, in a manner reasonably acceptable to District. In the event that any such lien, cloud or encumbrance is not discharged at or prior to Close of Escrow, District, at its sole and absolute discretion, may (in addition to any other remedy it may have at law or in equity) terminate this Agreement and receive a refund of any sums deposited with Escrow Holder, less any rental value attributed to District's interim use of the Property. In the event any lien, cloud, encumbrance or other matter which materially affects title to the Property, whether created or caused by City or County or otherwise, and which is not shown in the Title Report or ALTA Survey, attaches to the Property and is not discharged prior to Close of Escrow, District, at its sole and absolute

discretion, may terminate this Agreement and receive a refund of any sums deposited with Escrow Holder.

5.4 **Inspection of Property**. District acknowledges that it has had the opportunity to inspect the physical condition and operations of the Property, and satisfied itself as to the feasibility of acquiring, financing, owning, and operating the Property.

5.5 **Independent Investigation**. As of the Close of Escrow, District shall have independently investigated, analyzed and appraised to its satisfaction the value and condition of the Property. Except as otherwise expressly set forth in this Agreement, District acknowledges that City does not hereby make, and has not made, any warranties or representations, either expressed or implied, as to the Property's legal or physical condition, including but not limited to: (i) compliance with any laws, codes, ordinances, rules, regulations, permits or requirements regarding the Property; (ii) utility and infrastructure availability or easements, including, without limitation, water, sewage, electricity and other utilities, with respect to the Property: or, (iii) the presence of toxic wastes, hazardous materials or substances, or asbestos in, or about the Property.

5.6 **Right of Entry**. Until the Closing Date, or this Agreement is terminated, City hereby grants District a limited right to enter upon the Property, at District's sole cost and expense, in order to further inspect, investigate, and test the Property, provided that District shall restore any damage done to the Property as the result of any such inspections, investigations, or tests. City may have a representative present during any such inspection, investigation, or test. District shall exercise such right of entry and access during normal business hours only after notice to City and shall not disrupt City's operation of the Property. Until the Closing Date, or this Agreement is terminated, City hereby further grants Districts a limited additional right to enter upon the Property, at District's sole cost and expense, in order to construct the storm drains required for the New High School Project. District shall comply with all applicable laws and governmental regulations applicable to the Property and shall indemnify, defend, and hold harmless City from any and all claims, known or unknown, demands, liabilities, costs, expenses, penalties, damages, losses and liens, including, without limitation, attorney fees, arising out of any exercise of such entry rights by District or its representatives, employees, agents, contractors, or designees.

5.7 Warranties and Representations by City.

5.7.1 City warrants and represents that City has no knowledge that any other person or entity will, as of Close of Escrow, have any right to possession of the Property prior to the Close of Escrow. City shall not enter into or create any agreements affecting the Property which survive the Close of Escrow.

5.7.2 City warrants and represents that it has not made any other contract for the sale of the Property, or given any other person or entity the right to purchase all or any part of the Property.

5.7.3 City warrants and represents that it shall maintain the Property until the Close of Escrow in its present condition, except for ordinary wear and tear. City shall have the right to remove all of its items of personal property, to the extent not valued in the Appraisal, from the Property prior to the Close of Escrow. Any of City's personal property not removed from the Property prior to the Close of Escrow shall be deemed to be transferred and conveyed to District at Close of Escrow. City shall not remove from the Property any fixtures or items relating to the Property's infrastructure, including but not limited to mechanical, electrical and plumbing systems and related components, including exterior light fixtures and poles. Should Escrow fail to close through the fault of District, then City shall be reimbursed for all costs incurred under this section.

5.7.4 City warrants and represents that it has no knowledge of any actions, lawsuits or other proceedings pending or threatened before any administrative, executive or legal court or tribunal, including without limitation any pending or threatened bankruptcy proceedings or general assignment for the benefit of creditors by City, which would affect the Property or the right to occupy or utilize the Property.

5.7.5 City warrants and represents that it has no knowledge of any claims for labor performed, materials furnished or services rendered in connection with constructing, improving or repairing any of the Property which may result in a claim of lien against the Property after the Close of Escrow.

6 CLOSING.

6.1 Escrow. The acquisition of the Property in lieu of condemnation shall be consummated by means of an escrow ("Escrow") established at an escrow company selected by District ("Escrow Holder"). The date on which a fully executed copy of this Agreement is deposited with Escrow Holder shall be referred to as the "Opening of Escrow." The parties shall promptly close the Escrow with recorded conveyances of the Property to District by City and County in form acceptable to Title Company upon the approval by the State Allocation Board (if required by District) of one hundred percent (100%) reimbursement of the Compensation to the District and deposit of the Compensation into Escrow by the District (the "Closing Date"). If Escrow does not close by the Closing Date due to breach by District, City and County and each of them shall have the option, in their respective sole and absolute discretion, to terminate this Agreement, in which event this Agreement shall be of no further force or effect. If Escrow does not close by the Closing Date due to any cause or reason other than District's breach, District shall have the option (in addition to any other remedy it may have at law or in equity), in its sole and absolute discretion, to terminate this Agreement in writing, in which event this Agreement shall be of no further force or effect and District shall be entitled to a refund of any and all sums deposited with Escrow Holder. Although City, County, and District have agreed and are bound to said Closing Date, the term "Close of Escrow" as used herein shall mean that date when: (i) a grant deed from County (in form acceptable to Title Company) conveying all of County's right, title and interest in the Property to City is recorded in the Official Records; and, subsequently, (ii) a grant deed from City (in form acceptable to Title Company) conveying the Property to District is recorded in the Official Records.

6.2 Escrow Instructions. City, County, and District agree that this document shall also constitute instructions to Escrow Holder. In addition, City, County, and District agree to execute and deliver to the Escrow Holder such reasonable and customary escrow instructions in the usual form of Escrow Holder for the purpose of consummating the transaction contemplated by this Agreement. To the extent that there are any discrepancies between the terms of this Agreement and any escrow instructions, the terms of this Agreement shall control. Escrow Holder shall perform all customary functions of an escrow holder to

consummate this transaction, including, among other duties of Escrow Holder, preparation of the deed to be executed by County, subject to approval by City and District, and the deed to be executed by City, subject to approval by District, recordation of both deeds, and calculation of the prorations and Closing Costs, as defined below, required by this Agreement, as well as serving as depository for all funds, instruments, and documents needed for the Close of Escrow. The Escrow Holder shall also be instructed to issue at the Close of Escrow the Title Policy provided for in Section 4.2 above showing marketable fee title to the Property vested in District without any exceptions other than those previously approved by District in writing.

6.3 **District's Obligations.** On or before one (1) business day prior to the Closing Date, District shall deliver to Escrow Holder all of the following:

6.3.1 The Compensation in immediately available funds;

6.3.2 All costs and fees required to be paid by District pursuant to this Agreement;

6.3.3 Such other documents and instruments as may be required herein or by the Escrow Holder in order to consummate this transaction, including but not limited to the joint use agreement required by section 4.5.

6.3.4 **City's Obligations**. On or before one (1) business day prior to the Closing Date, City shall deliver to Escrow Holder all of the following:

6.3.5 A fully executed and acknowledged grant deed conveying the Property to District in form acceptable to District and Title Company (which deed shall be recorded by Escrow Holder, at Close of Escrow, after recordation of the deed from the County described in section 6.3.8 below);

6.3.6 Such other documents and instruments as may be required herein or by the Escrow Holder in order to consummate this transaction, including but not limited to the joint use agreement required by section 4.5.

6.3.7 **County's Obligations.** On or before one (1) business day prior to the Closing Date, County shall deliver to Escrow Holder all of the following:

6.3.8 A fully executed and acknowledged grant deed conveying all of its right, title

and interest in the Property to City and Title Company, as set forth in section 6.1 (which deed shall be recorded by Escrow Holder, at Close of Escrow, before recordation of the deed from the City described in section 6.3.5 above);

6.3.9 Such other documents and instruments as may be required herein or by the Escrow Holder in order to consummate this transaction.

6.4 Conditions to Close of Escrow.

6.4.1 District's obligation to consummate the Close of Escrow shall be conditioned upon, fulfillment of all conditions precedent to the Close of Escrow or the payment of the Compensation under this Agreement, District's receipt at the Close of Escrow of a title policy under the terms of this Agreement (in form acceptable to District and excepting only matters approved in writing by District prior to Close of Escrow) the fulfillment of City's and County's respective obligations as set forth in Sections 6.3.4 through 6.3.9 above, and each and all of the representations and warranties made by City and County herein shall be true in all material respects as of the Closing Date. District shall be permitted to perform an inspection of the Property immediately prior to Close of Escrow in an effort to confirm the same.

6.4.2 City's obligation to consummate the Close of Escrow shall be conditioned upon the fulfillment of County's and District's respective obligations as set forth in Sections 6.3 through 6.3.3 and 6.3.7 through 6.3.9, and upon approval by the City Council of City at public hearing after 45 days' notice as required by Public Resources Code section 5406.

6.4.3 County's obligation to consummate the Close of Escrow shall be conditioned upon the fulfillment of City's and District's respective obligations as set forth in Sections 6.3 through 6.3.6 respectively and upon approval by the Board of Supervisors.

6.5 Prorations. For purposes of calculating prorations, District shall be deemed to be in title to the Property, and therefore responsible for the expenses from operation of the Property from and after the Transfer Time, and City shall be responsible for the expenses from operation of the Property prior to the Transfer Time. Any apportionments and prorations which are not expressly provided for below shall be made in accordance with customary practice in Los Angeles

County, California. Prior to the Closing Date, a proration and adjustment statement executed by District and City shall be delivered to Escrow Holder for purposes of Escrow Holder's completing the closing statement in connection with consummation of the transaction contemplated hereunder. Such adjustments, if and to the extent known and agreed upon as of the Close of Escrow, shall be effected by an increase in the Compensation, if the prorations result in a net credit to City, or by a decrease in the Compensation, if the prorations result in a net credit to District, at the Close of Escrow. Any such adjustments not determined or not agreed upon as of the Close of Escrow shall be paid by District to City, or by City to District, as the case may be, in cash as soon as practicable following the Close of Escrow, which obligations shall survive the Close of Escrow. A copy of the schedule of adjustments as agreed upon by District and City shall be delivered to Escrow Holder prior to the Closing Date.

6.5.1 All water charges or utility charges, including without limitation, telephone, gas and electricity, shall be prorated as of the Transfer Time. It is anticipated that in connection with all such services, City and District shall make application to the provider thereof to have such services changed to the name of District or its designee as of the Close of Escrow.

6.5.2 All expenses with respect to the Property shall be prorated as of the Transfer Time.

6.6 **Closing Costs.** For purposes of this Agreement, "Closing Costs" shall mean escrow fees, City documentary transfer taxes, document preparation charges, and acknowledgment and recording costs, but shall not include any attorney fees or other such costs and expenses incurred separately by City, County, or District.

6.6.1 City shall pay (to the extent, if any, that the District is not reimbursed by the State): (i) The premium for a standard CLTA Owner's Policy of Title Insurance; (ii) County documentary transfer taxes, if any, on the deeds and documents to be recorded pursuant to this Agreement; and (iii) The cost of any of City's other obligations under this Agreement.

6.6.2 County shall pay the cost of any of County's obligations under this Agreement.

6.6.3 District shall pay: (i) Any additional premium for an ALTA Policy of Title Insurance, if District elects to receive same and the cost of any survey or title endorsements desired by District; (ii) all other Closing Costs not to be paid by others under this Agreement; and, (iii) The cost of any of District's other obligations under this Agreement.

7 EMINENT DOMAIN

7.1 **Election to Terminate.** If on or before the Close of Escrow any portion of the Property is taken or threatened to be taken by condemnation or other power of eminent domain paramount to the power invested in City or District, then District may, in addition to any other remedy it may have in law or in equity, by written notice given to City and Title Company within ten (10) days after District shall have notice of such taking, in District's sole and absolute discretion, elect to terminate this Agreement, or proceed with the transaction contemplated hereby in accordance with the terms and conditions set forth in Section 7.2.

7.2 **Election Not to Terminate.** If on or before the Close of Escrow any part of the Property is taken or threatened to be taken by condemnation or other power of eminent domain paramount to the power invested in City or District, but this Agreement is not canceled pursuant to Section 6.1 above, then the Compensation shall be reduced by an amount equal to the sum, if any, that was paid to City or County for such taking and City and County shall assign, transfer and set over to District all of their respective right, title and interest, if any, in and to any awards that may in the future be made for such taking or threatened taking.

7.3 **No Waiver.** Nothing in this Agreement shall be construed as a waiver of any right the District may have to acquire the subject property in eminent domain.

8 MISCELLANEOUS.

8.1 **Indemnity.** City, County, and District hereby agree to indemnify, defend, hold harmless and release the others from any claims, known or unknown, demands, liabilities, costs, expenses, penalties, damages, losses and liens, including attorney fees, arising out of each parties' respective acts or omissions relating to this Agreement.

8.2 **Governing Law; Interpretation.** This Agreement shall be governed and interpreted in accordance with the laws of the State of California in accordance with its fair meaning and not strictly for or against any party hereto.

8.3 **Successors; Non-Assignability.** This Agreement and all terms hereof are binding upon and inure to the benefit of the respective successors of the parties hereto. No party hereto shall assign rights or obligations hereunder without the prior written consent of the others, which consent may be withheld or granted in the sole discretion of the parties requested to grant such consent.

8.4 **Marginal Headings; Captions.** The titles of the various Sections of this Agreement are for convenience of reference only and are not intended to enlarge or diminish the rights or obligations of the parties hereto.

8.5 **Cumulative Rights; No Waiver.** Duties and obligations imposed by this Agreement and rights and obligations hereunder are in addition to and not in lieu of any imposed by or available at law or in equity. No action or failure to act by a party hereto shall be deemed a waiver of any right or remedy afforded hereunder or acquiesce or approval of any breach or default by another party hereto.

8.6 **Severability.** If any provision of this Agreement is deemed illegal, invalid unenforceable or void by any court of competent jurisdiction, such provision shall be deemed stricken and deleted herefrom, but all remaining provisions will remain and continue in full force and effect.

8.7 **Exhibits.** All exhibits attached to, and to which reference is made in, this Agreement are incorporated into, and shall be deemed a part of this Agreement.

8.8 **Form of Documents**. All instruments and documents to be executed and delivered under this Agreement by any party to any other party shall be in a form satisfactory to the other party.

8.9 **Independent Judgment/Advice of Counsel.** Each of the parties has read this Agreement in its entirety and is fully aware of its contents. Each of the parties executes this Agreement acting upon its independent judgment and after the opportunity to obtain advice relating to this Agreement from independent legal

counsel without any representation, express or implied, of any nature, from each to the other, except as specifically set forth herein.

8.10 Further Acts. Each of the parties hereto agrees to do any further acts and to execute and deliver any other documents or instruments as may be reasonably required to give full effect to the provisions of this Agreement.

8.11 Authority. The individual executing this Agreement on behalf of a party warrants and represents that he/she is authorized to execute this Agreement and bind that party to all terms hereof.

8.12 Duplicate Counterparts. This Agreement may be executed in duplicate counterparts, all of which together shall constitute a single instrument, and each of which shall be deemed an original of this Agreement for all purposes, notwithstanding that less than all signatures appear on any one counterpart. Facsimile signatures shall be effective and valid for all purposes as if they were originals.

8.13 Entire Agreement. This Agreement is the entire agreement of City, County, and District with respect to the Property, containing all of the terms and conditions to which City, County, and District have agreed. This Agreement supersedes and replaces entirely all previous oral and written understandings, offers, counter offers, acceptances, if any, of City, County, and District respecting the Property.

8.14 **Approval and Ratification.** The parties acknowledge and agree that this Agreement shall not be binding or enforceable upon any of parties unless and until this Agreement has been approved or ratified by each of the parties' governing bodies, notwithstanding any other provision of this Agreement.

8.15 **Notices.** Notices hereunder shall be valid only if addressed to a party as set forth in the Agreement, or as modified by notice hereunder. Notices shall be effective only if by personal delivery requiring signature acknowledging receipt or by United States Mail, Certified, Return Receipt Requested, First Class, postage fully prepaid. Notices under this Agreement shall be addressed and delivered as follows:

If to City:

CITY MANAGER
City of Lynwood
11330 Bullis Road
Lynwood, California 90262

If to County:

Chief Administrative Officer, Real Estate Division
222 North Hill Street, 3rd Floor
Los Angeles, CA 90012
Attn: Carlos Brea

If to District:

SUPERINTENDENT
Lynwood Unified School District
11321 Bullis Road
Lynwood, California 90262

8.16 Survivability. The terms, warranties and representations in this Agreement shall survive the Close of Escrow and the delivery, acceptance and/or recordation of any deed or document described in this Agreement.

ACCEPTED AND AGREED:

Lynwood Unified School District

By:_____

Title: BOARD PRESIDENT

By:_____

Title: CLERK

Approved as to Form

By:_____

Counsel for Lynwood Unified School District

City of Lynwood

By:_____

Title:MAYOR

Attested by: _____

Title: CLERK

Approved as to Form

By:_____

Lynwood City Attorney

ATTEST:

VIOLET VARONA-LUKENS
Executive Officer of The Board of Supervisors

By: _____
Deputy

Approved as to Form
LLOYD W. PELLMAN
County Counsel

By: _____
Deputy

COUNTY OF LOS ANGELES

By: _____
Chair, Board of Supervisors

EXHIBIT 1

EXHIBIT 1

That certain real property in the City of Lynwood commonly known as Ham Park and more particularly described as follows:

THAT PORTION OF LOT 1 OF THE "SLAUSON TRACT", IN THE RANCHO SAN ANTONIO, IN THE CITY OF LYNWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 3 PAGE 348 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY LINE OF SAID LOT, DISTANT 1382.16 FEET EASTERLY FROM THE NORTHWEST CORNER THEREOF; THENCE SOUTHERLY, PARALLEL WITH THE WESTERLY LINE OF SAID LOT, 912.78 FEET; THENCE EASTERLY, PARALLEL WITH THE NORTHERLY LINE OF SAID LOT, 515.34 FEET TO A POINT DISTANT 15 FEET WESTERLY FROM THE EASTERLY LINE OF SAID LOT; THENCE NORTHERLY, PARALLEL WITH SAID EASTERLY LINE, 912.78 FEET, MORE OR LESS, TO THE NORTHERLY LINE OF SAID LOT; THENCE WESTERLY ALONG SAID NORTHERLY LINE, 539.10 FEET TO THE POINT OF BEGINNING.

INCLUDING ANY PORTION THEREOF INCLUDED IN, OR UNDERLYING, STREETS, ALLEYS, AND PUBLIC THOROUGHFARES, AND ANY INTEREST IN THE UNDERLYING FEE OF ANY ADJACENT STREETS, ALLEYS AND PUBLIC THOROUGHFARES.

EXHIBIT 2

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, COUNTY OF LOS ANGELES, a body politic and corporate, does hereby grant to CITY OF LYNWOOD, a municipal corporation, all of the Grantor's right, title, and interest in and to that real property situated in the County of Los Angeles, State of California, and described as follows.

That portion of Lot 1 of the "Slausson Tract" in the Rancho San Antonio, County of Los Angeles, State of California, as per map recorded in Book 3, Page 348 of Miscellaneous Records, on file in the office of the Recorder of said County, described as follows:

Beginning at a point in the northerly line of said Lot, distant 1382.16 feet easterly from the northwest corner thereof; thence southerly, parallel with the westerly line of said Lot, 912.78 feet; thence easterly, parallel with the northerly line of said lot, 515.34 feet to a point distant 15 feet westerly from the easterly line of said lot; thence northerly, parallel with said easterly line, 912.78 feet, more or less, to the northerly line of said Lot; thence westerly along said northerly line, 539.10 feet to the point of beginning.

EXCEPT any portion thereof included in Roads.

The above described property is commonly known as Lugo Park.

This deed is made and accepted upon the following condition subsequent viz: that the property so conveyed shall be used by Grantee for public park purposes only; that the foregoing provision is hereby declared to be a condition upon which the title of the Grantee to the said property so agreed to be conveyed shall depend and upon breach of said condition the said property shall revert unto the Grantor County of Los Angeles.

COUNTY OF LOS ANGELES

By John Anson Ford
Chairman, Board of Supervisors

APPROVED AS TO FORM
HAROLD W. KENNEDY
County Counsel

LEGISLATION APPROVED
4-1-53

HAROLD W. KENNEDY, COUNTY COUNSEL
1100 HALL OF RECORDS
LOS ANGELES, CALIFORNIA
MU. 8811

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.

On this 7th day of May, 1953, before me HAROLD J. OSTLY, County Clerk and ex officio Clerk of the Board of Supervisors of the County of Los Angeles, State of California, personally appeared [illegible] known to me to be the Chairman of said Board, who has executed the within instrument on behalf of said County therein named, and acknowledged to me that the County executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

HAROLD J. OSTLY, County Clerk

By _____
Deputy

DOCUMENT No. 2160
RECORDED AT REQUEST OF
County Counsel
[illegible] 5 1953
[illegible] 10 AM
BOOK 11905 PAGE 103
OFFICIAL RECORDS
County of Los Angeles, California
[illegible] Free
MAMA B. BEATTY, County Recorder
By [illegible] Deputy

JPT:mls

Recorded and compared: MAMA B. BEATTY, County Recorder, by [illegible] Deputy

EXHIBIT 3

EXHIBIT 3

Recording requested by and
when recorded return to:

County of Los Angeles
Chief Administrative Office, Real Estate Division
222 South Hill Street, 3rd Floor
Los Angeles, California 90012
Attention:

This instrument is exempt from recording fees pursuant to Government Code §§6103 and 27383

RESTRICTIVE COVENANT

This Restrictive Covenant (this "Covenant") is made and entered into as of the ___ day of _____, 2003, by the CITY OF LYNWOOD, a municipal corporation (the "City"), in favor of the COUNTY OF LOS ANGELES, a body corporate and politic (the "County"), with reference to the following facts:

RECITALS

A. The City is the owner of certain real property located in the City of Lynwood, County of Los Angeles, State of California, commonly known as the Substitute Park Property, which real property is legally described in Exhibit "A" attached hereto and incorporated herein by this reference (the "Property").

B. Concurrently herewith, the County is releasing a restrictive covenant encumbering other real property of the City, and in exchange therefor, the City is providing this Restrictive Covenant in favor of the County to encumber the Property.

NOW THEREFORE, it is agreed as follows:

1. The City hereby covenants and agrees that the Property shall be used only for public park and playground purposes and that if and when the City ceases to use the Property for public park and playground purposes or ceases to maintain the personal property located thereon for use commensurate with park and recreational purposes on the Property, the real or personal property or both as the case may be shall automatically revert to the County of Los Angeles without further notice.

2. The City further covenants and agrees that at all times and under all circumstances the Property shall be equally open to residents of incorporated and unincorporated territory and there shall be no discrimination against or preference, gratuity, bonus or other benefit given to residents of incorporated areas not equally accorded residents of unincorporated territory.

3. This instrument constitutes the entire agreement of the parties hereto with respect to the subject matter hereof, and no modifications hereof shall be of any force or effect until signed by the party to be charged.

4. Invalidation of any covenant, condition or restriction or any other provision contained herein by a court of competent jurisdiction shall in no way affect any of the other covenants, conditions or restrictions or provisions hereof, or the application thereof to any other person or entity, and the same shall remain in full force and effect.

5. The terms hereof shall run with the land, and shall be a burden upon the Property and is enforceable by the County only.

6. The terms of this Covenant shall be binding upon and inure to the benefit of, as the case may require, the respective heirs, successors in interest, and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have entered into this Restrictive Covenant as of the day and year first above written.

CITY OF LYNWOOD

By: _____
MAYOR

ATTEST:

_____
CITY CLERK

APPROVED AS TO FORM:

By: _____
CITY ATTORNEY

State of California }
} ss.
County of Los Angeles }

On _____, 2003, before me, _____, a Notary Public, personally appeared _____ _____, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature _____

(seal)

State of California }
} ss.
County of Los Angeles }

On _____, 2003, before me, _____, a Notary Public, personally appeared _____ _____, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature _____

(seal)

EXHIBIT 4

6159-

NORTH AMERICAN TITLE COMPANY
3780 KILROY AIRPORT WAY, #130
LONG BEACH, CALIFORNIA 90806
PHONE (562) 988-7870 FAX (562) 427-0359
E-MAIL: mheil@natic.com

.CUTLER & ASSOCIATES
.610 PACIFIC COAST HWY. #100
.SEAL BEACH, CA 90740
.ATTENTION: JULIE

REF: LUS/002/028
OUR ORDER NO.: 820772-89

DATED AS OF AUGUST 19, 2002 AT 7:30 A.M.

IN RESPONSE TO THE ABOVE REFERENCED APPLICATION FOR A POLICY OF TITLE INSURANCE,

NORTH AMERICAN TITLE COMPANY

HEREBY REPORTS THAT IT IS PREPARED TO ISSUE, OR CAUSE TO BE ISSUED, AS OF THE DATE HEREOF, A POLICY OR POLICIES OF TITLE INSURANCE DESCRIBING THE LAND AND THE ESTATE OR INTEREST THEREIN HEREINAFTER SET FORTH, INSURING AGAINST LOSS WHICH MAY BE SUSTAINED BY REASON OF ANY DEFECT, LIEN OR ENCUMBRANCE NOT SHOWN OR REFERRED TO AS AN EXCEPTION IN SCHEDULE B OR NOT EXCLUDED FROM COVERAGE PURSUANT TO THE PRINTED SCHEDULES, CONDITIONS AND STIPULATIONS OF SAID POLICY FORMS.

THE PRINTED EXCEPTIONS AND EXCLUSIONS FROM THE COVERAGE OF SAID POLICY OR POLICIES ARE SET FORTH IN THE ATTACHED LIST. COPIES OF THE POLICY FORMS SHOULD BE READ. THEY ARE AVAILABLE FROM THE OFFICE WHICH ISSUED THIS REPORT.

THIS REPORT (AND ANY SUPPLEMENTS OR AMENDMENTS HERETO) IS ISSUED SOLELY FOR THE PURPOSE OF FACILITATING THE ISSUANCE OF A POLICY OF TITLE INSURANCE AND NO LIABILITY IS ASSUMED HEREBY. IF IT IS DESIRED THAT LIABILITY BE ASSUMED PRIOR TO THE ISSUANCE OF A POLICY OF TITLE INSURANCE, A BINDER OR COMMITMENT SHOULD BE REQUESTED.

PLEASE READ THE EXCEPTIONS SHOWN OR REFERRED TO BELOW AND THE EXCEPTIONS AND EXCLUSIONS SET FORTH IN EXHIBIT A OF THIS REPORT CAREFULLY. THE EXCEPTIONS AND EXCLUSIONS ARE MEANT TO PROVIDE YOU WITH NOTICE OF MATTERS WHICH ARE NOT COVERED UNDER THE TERMS OF THE TITLE INSURANCE POLICY AND SHOULD BE CAREFULLY CONSIDERED.

IT IS IMPORTANT TO NOTE THAT THIS PRELIMINARY REPORT IS NOT A WRITTEN REPRESENTATION AS TO THE CONDITION OF TITLE AND MAY NOT LIST ALL LIENS, DEFECTS, AND ENCUMBRANCES AFFECTING TITLE TO THE LAND.

THE FORM OF POLICY OF TITLE INSURANCE CONTEMPLATED BY THIS REPORT IS:

CALIFORNIA LAND TITLE ASSOCIATION STANDARD COVERAGE POLICY -

Mike L Heil

TITLE OFFICER: MIKE HEIL

EXHIBIT 4

NEW LEGISLATION - PLEASE READ IMMEDIATELY

CALIFORNIA ASSEMBLY BILL 512 ("AB 512") IS EFFECTIVE ON JANUARY 1, 1990. UNDER AB 512, ALL TITLE COMPANIES MAY ONLY MAKE FUNDS AVAILABLE FOR MONETARY DISBURSAL IN ACCORDANCE WITH THE FOLLOWING RULES:

1. SAME DAY AVAILABILITY. DISBURSEMENT ON THE DATE OF DEPOSIT IS ALLOWED ONLY WHEN FUNDS ARE DEPOSITED TO NATC IN CASH OR BY ELECTRONIC TRANSFER (WIRE). BEAR IN MIND THAT CASH WILL BE ACCEPTED FROM CUSTOMERS ONLY UNDER SPECIAL CIRCUMSTANCES AS INDIVIDUALLY APPROVED BY MANAGEMENT.

2. NEXT DAY AVAILABILITY. IF FUNDS ARE DEPOSITED TO NATC BY CASHIER'S CHECKS, CERTIFIED CHECKS, OR TELLER'S CHECKS, DISBURSEMENT MAY BE ON THE NEXT BUSINESS DAY FOLLOWING DEPOSIT. A "TELLER'S CHECK" IS ONE DRAWN BY AN INSURED FINANCIAL INSTITUTION AGAINST ANOTHER INSURED FINANCIAL INSTITUTION (E.G., A SAVINGS AND LOAN FUNDING WITH A CHECK DRAWN AGAINST AN FDIC INSURED BANK).

3. 3-7 DAY AVAILABILITY (REGULATION CC). IF THE DEPOSIT IS MADE BY CHECKS OTHER THAN THOSE DESCRIBED IN PARAGRAPHS 1 AND 2 ABOVE, DISBURSEMENT MAY OCCUR ON THE DAY WHEN FUNDS MUST BE MADE AVAILABLE TO DEPOSITORS UNDER FEDERAL RESERVE REGULATION CC. THIS REQUIRES A "HOLD" ON SOME CHECKS OF 3-7 DAYS OR LONGER IN SOME INSTANCES. PERSONAL CHECKS, DRAFTS, PRIVATE CORPORATION AND COMPANY CHECKS, AND FUNDING CHECKS FROM MORTGAGE COMPANIES THAT ARE NOT TELLER'S CHECKS ARE AMONG THOSE CHECKS SUBJECT TO SUCH HOLDS.

(FOR FURTHER DETAILS, CONSULT CHAPTER 598, STATUTES OF 1989.)

NOTE: THE ABOVE GUIDELINES ARE IN CONFORMITY WITH THOSE ISSUED BY THE DEPARTMENT OF INSURANCE FOR ALL CALIFORNIA TITLE INSURERS.

FOR YOUR INFORMATION, OUR WIRE INSTRUCTIONS ARE:

COMERICA BANK
411 WEST LAFAYETTE
DETROIT, MICHIGAN
ROUTING NUMBER/ABA #121137522
ACCT #1891528331

FOR CREDIT TO NORTH AMERICAN TITLE CO.
ORDER #820772-89

PLEASE REFERENCE NATC'S ORDER NUMBER FOR TIMELY CREDIT.

SCHEDULE A

1. THE ESTATE OR INTEREST IN THE LAND HEREINAFTER DESCRIBED OR REFERRED TO COVERED BY THIS REPORT IS:

   A FEE

2. TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

   CITY OF LYNWOOD, A MUNICIPAL CORPORATION

3. THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF LOS ANGELES AND IS DESCRIBED AS FOLLOWS:

   DESCRIPTION CONTAINED IN "LEGAL DESCRIPTION"
   ATTACHED HERETO AND MADE A PART HEREOF.

"LEGAL DESCRIPTION"

THAT PORTION OF LOT 1 OF THE "SLAUSON TRACT", IN THE RANCHO SAN ANTONIO, IN THE CITY OF LYNWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 3 PAGE 348 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY LINE OF SAID LOT, DISTANT 1382.16 FEET EASTERLY FROM THE NORTHWEST CORNER THEREOF; THENCE SOUTHERLY, PARALLEL WITH THE WESTERLY LINE OF SAID LOT, 912.78 FEET; THENCE EASTERLY, PARALLEL WITH THE NORTHERLY LINE OF SAID LOT, 515.34 FEET TO A POINT DISTANT 15 FEET WESTERLY FROM THE EASTERLY LINE OF SAID LOT; THENCE NORTHERLY, PARALLEL WITH SAID EASTERLY LINE, 912.78 FEET, MORE OR LESS, TO THE NORTHERLY LINE OF SAID LOT; THENCE WESTERLY ALONG SAID NORTHERLY LINE, 539.10 FEET TO THE POINT OF BEGINNING.

EXCEPT ANY PORTION THEREOF INCLUDED IN ROADS.

A.P.N. NO. 6189-032-900

SCHEDULE B

AT THE DATE HEREOF EXCEPTIONS TO COVERAGE IN ADDITION TO THE PRINTED EXCEPTIONS AND EXCLUSIONS IN THE POLICY FORM DESIGNATED ON THE FACE PAGE OF THIS REPORT WOULD BE AS FOLLOWS:

1. GENERAL AND SPECIAL PROPERTY TAXES, AND ANY ASSESSMENTS COLLECTED WITH TAXES, INCLUDING UTILITY ASSESSMENTS, ARE A LIEN NOT YET PAYABLE TO BE LEVIED FOR THE FISCAL YEAR 2002-2003.

2. GENERAL/SPECIAL PROPERTY TAXES FOR FISCAL YEAR 2000/2001 AND POSSIBLE PRIOR YEARS WERE NOT ASSESSED.

   APN NO.: 6189-032-900

3. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO THE PROVISIONS OF CHAPTER 3.5 (COMMENCING WITH SECTION 75) OF THE REVENUE AND TAXATION CODE OF THE STATE OF CALIFORNIA.

4. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

5. THE EFFECT OF THE FOLLOWING CONDITIONS AS PROVIDED IN A DEED RECORDED JUNE 5, 1953 AS INSTRUMENT NO. 2460, OF OFFICIAL RECORDS.

   SAID PROPERTY IS COMMONLY KNOWN AS LUGO PARK.

   THIS DEED IS MADE AND ACCEPTED UPON THE FOLLOWING CONDITIONS SUBSEQUENT VIZ: THAT THE PROPERTY SO CONVEYED SHALL BE USED BY GRANTEE FOR PUBLIC PARK PURPOSES ONLY; THAT THE FOREGOING PROVISION IS HEREBY DECLARED TO BE A CONDITION UPON WHICH THE TITLE OF THE GRANTEE TO THE SAID PROPERTY SO AGREED TO BE CONVEYED SHALL DEPEND AND UPON BREACH OF SAID CONDITION THE SAID PROPERTY SHALL REVERT UNTO THE GRANTOR COUNTY OF LOS ANGELES.

6. THE FACT THAT SAID LAND IS INCLUDED WITHIN A PROJECT AREA OF THE REDEVELOPMENT AGENCY SHOWN BELOW, AND THAT PROCEEDINGS FOR THE REDEVELOPMENT OF SAID PROJECT HAVE BEEN INSTITUTED UNDER THE REDEVELOPMENT LAW (SUCH REDEVELOPMENT TO PROCEED ONLY AFTER THE ADOPTION OF THE REDEVELOPMENT PLAN) AS DISCLOSED BY A DOCUMENT.

   REDEVELOPMENT AGENCY: PROJECT AREA A OF THE LYNWOOD REDEVELOPMENT AGENCY
   RECORDED: DECEMBER 18, 1980
   INSTRUMENT NO.: 80-1272415, OF OFFICIAL RECORDS

7. THE REQUIREMENT THAT WE BE FURNISHED WITH A RESOLUTION OF THE BOARD OF DIRECTORS OF CITY OF LYNWOOD AUTHORIZING THE CURRENT TRANSACTION.

8. AN EASEMENT AFFECTING THE PORTION OF SAID LAND AND FOR THE PURPOSE STATED HEREIN, AND INCIDENTAL PURPOSES.

IN FAVOR OF: LOS ANGELES COUNTY FLOOD CONTROL DISTRICT FOR STORM DRAIN PURPOSES

9. AN EASEMENT AFFECTING THE PORTION OF SAID LAND AND FOR THE PURPOSE STATED HEREIN, AND INCIDENTAL PURPOSES.

IN FAVOR OF: THE CITY OF LYNWOOD - FOR ROAD PURPOSES

********** E N D O F R E P O R T ********

* * * * * NOTES * * * * *

SPECIAL NOTE A:

NOTICE OF CHANGE IN OWNERSHIP RECORDING PROCEDURE

EFFECTIVE JULY 1, 1985, PURSUANT TO A NEW STATE LAW (SECTION 480.3 OF THE REVENUE AND TAXATION CODE), ALL DEEDS AND OTHER DOCUMENTS THAT REFLECT A CHANGE IN OWNERSHIP, MUST BE ACCOMPANIED BY A PRELIMINARY CHANGE OF OWNERSHIP REPORT, TO BE COMPLETED BY THE TRANSFEREE.

IF THIS SPECIAL REPORT IS NOT PRESENTED AT THE TIME OF RECORDING, AN ADDITIONAL RECORDING FEE OF $20.00, AS REQUIRED BY LAW, WILL BE CHARGED.

PRELIMINARY CHANGE IN OWNERSHIP FORMS, INSTRUCTIONS ON HOW TO COMPLETE THEM, AND A NON-EXCLUSIVE LIST OF DOCUMENTS THAT ARE AFFECTED BY THIS CHANGE, ARE AVAILABLE FROM THE COUNTY RECORDER'S OFFICE OR THE OFFICE OF THE COUNTY ASSESSOR.

SPECIAL NOTE B:

PAYOFF REQUIREMENT:

IF ANY OF THE DEEDS OF TRUST SHOWN IN THIS PRELIMINARY REPORT SECURES A REVOLVING CREDIT LOAN, THIS COMPANY WILL REQUIRE PRIOR TO CLOSING THAT:

1. THE BORROWER PROVIDE AUTHORIZATION TO THE LENDER TO FREEZE THE LOAN FROM FURTHER DISBURSEMENTS AND THAT WE BE PROVIDED WITH PROOF THAT THE ACCOUNT HAS BEEN FROZEN AND THE EFFECTIVE DATE OF THE FREEZE.

2. ALL UNUSED CHECKS, VOIDED CHECKS AND/OR CREDIT CARDS BE SUBMITTED TO THIS COMPANY.

3. THERE ARE NO OUTSTANDING CHECKS UNPAID.

4. SHOULD THE COMPANY BE UNABLE TO ASCERTAIN THAT ONE OR MORE OF THE ABOVE HAVE NOT BEEN COMPLIED WITH, WE WILL WITHHOLD FROM THE PROCEEDS THE MAXIMUM AMOUNT OF THE LOAN OBLIGATION UNTIL SUCH TIME AS WE MAY VERIFY THAT THE PAYOFF WAS SUFFICIENT TO OBTAIN A FULL RECONVEYANCE.

SPECIAL NOTE C:

(HOMEOWNERS' ASSOCIATION LIENS):

PRIOR TO THE ISSUANCE OF TITLE INSURANCE, IT WILL BE NECESSARY THAT WE BE FURNISHED A WRITTEN STATEMENT FROM THE HOMEOWNERS' ASSOCIATION OF WHICH SAID PROPERTY IS A MEMBER, WHICH WILL PROVIDE THAT ALL LIENS, CHARGES AND/OR ASSESSMENTS LEVIED ON SAID LAND HAVE BEEN PAID. SAID STATEMENT SHOULD PROVIDE CLEARANCE UP TO AND INCLUDING THE TIME OF CLOSING. IN ORDER TO AVOID UNNECESSARY DELAYS AT THE TIME OF CLOSING, WE ASK THAT YOU OBTAIN AND FORWARD SAID STATEMENT AT YOUR EARLIEST CONVENIENCE.

NOTE NO. 1:

THIS REPORT IS INCOMPLETE. WE WILL REQUIRE A STATEMENT OF INFORMATION FROM THE PARTIES INDICATED BELOW, FIVE (5) DAYS PRIOR TO CLOSING, IN ORDER TO COMPLETE THIS REPORT, BASED ON THE EFFECT OF DOCUMENTS, PROCEEDINGS, LIENS, DECREES, OR OTHER MATTERS WHICH DO NOT SPECIFICALLY DESCRIBE SAID LAND, BUT WHICH, IF ANY DO EXIST, MAY AFFECT THE TITLE OR IMPOSE LIENS OR ENCUMBRANCES THEREON.

ALL PARTIES: _____X_____

NOTE: THE STATEMENT OF INFORMATION IS NECESSARY TO COMPLETE THE SEARCH AND EXAMINATION OF TITLE UNDER THIS ORDER. ANY TITLE SEARCH INCLUDES MATTERS THAT ARE INDEXED BY NAME ONLY, AND HAVING A COMPLETED STATEMENT OF INFORMATION ASSISTS THE COMPANY IN THE ELIMINATION OF CERTAIN MATTERS WHICH APPEAR TO INVOLVE THE PARTIES, BUT IN FACT AFFECT ANOTHER PARTY WITH THE SAME OR SIMILAR NAME.

BE ASSURED THAT THE STATEMENT OF INFORMATION IS ESSENTIAL AND WILL BE KEPT STRICTLY CONFIDENTIAL TO THIS FILE.

NOTE NO. 2:

THIS CHARGE FOR A POLICY OF TITLE INSURANCE, IF ISSUED THROUGH THIS TITLE ORDER, WILL BE BASED ON THE BASIC INSURANCE RATE.

NORTH AMERICAN TITLE COMPANY
LENDERS SUPPLEMENTAL REPORT

.ATTENTION:

ORDER NO. 820772-89
REF :

DATED AS OF AUGUST 19, 2002 AT 7:30 A.M.

TITLE OFFICER: MIKE HEIL

THE ABOVE NUMBERED REPORT (INCLUDING ANY SUPPLEMENTS OR AMENDMENTS THERETO) IS HEREBY MODIFIED AND/OR SUPPLEMENTED IN ORDER TO REFLECT THE FOLLOWING ADDITIONAL ITEMS RELATING TO THE ISSUANCE OF AN **AMERICAN LAND TITLE ASSOCIATION LOAN FORM POLICY OF TITLE INSURANCE:**

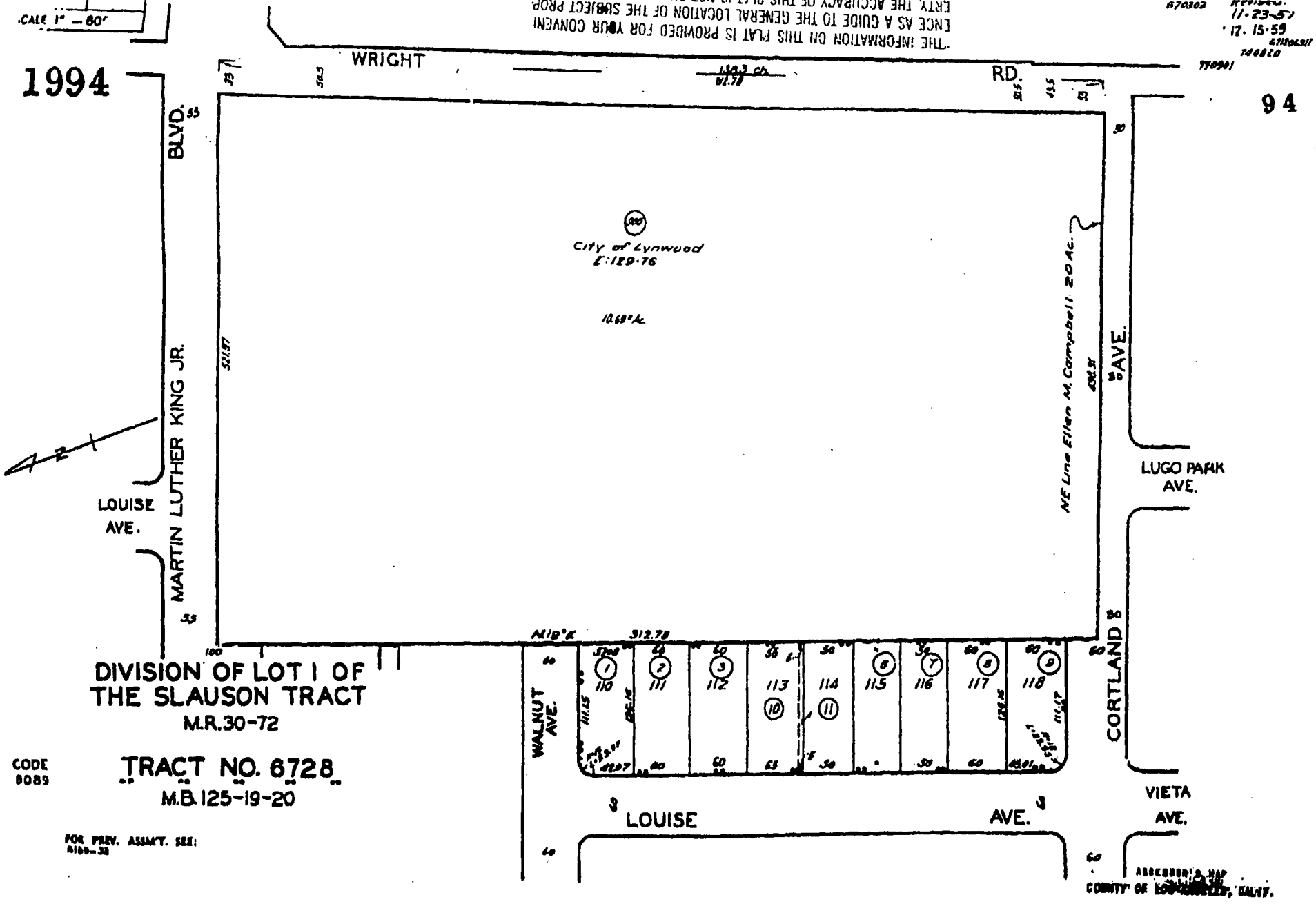
55 maps - LA:A 6189-32

6189 | 32

SCALE 1" = 80'

1994

94



"THE INFORMATION ON THIS PLAT IS PROVIDED FOR YOUR CONVENIENCE AS A GUIDE TO THE GENERAL LOCATION OF THE SUBJECT PROPERTY. THE ACCURACY OF THIS PLAT IS NOT GUARANTEED, NOR IS IT A PART OF ANY POLICY, REPORT OR GUARANTEE TO WHICH IT MAY BE ATTACHED."