January 2026 | Initial Study / Mitigated Negative Declaration

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Valley Oaks Center for Enriched Studies (VOCES)

Multipurpose Athletic Field Upgrades Project

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AAQS	ambient air quality standards
AB	Assembly Bill
ADA	Americans with Disabilities Act
AE	Aesthetics
APE	area of potential effect
APN	Assessor Parcel Number
AQ	Air Quality
AQMD	Air Quality Management District
AQMP	air quality management plan
ARMR	Archaeological Resource Management Reports
BIO	Biological resources
BMP	best management practices
BOE	Los Angeles Unified School District Board of Education
BUG	Backlight-Uplight-Glare
C&D	construction and demolition
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Code
Cal-IPC	California Invasive Plant Council
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CHPS	Collaborative for High Performance Schools
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO_2e	carbon dioxide equivalent
COPC	chemical of potential concern
CRHR	California Register of Historic Resources
CUL	Cultural resources
dBA	A-weighted decibel
DSA	Division of the State Architect
EIR	Environmental Impact Report
EMF	electromagnetic field
ERP	Emergency Response Plan

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ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FETU	Facilities Environmental Technical Unit
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FTBMI	Fernandeño Tataviam Band of Mission Indians
GHG	greenhouse gas
HCP	habitat conservation plan
HVAC	heating, ventilation, and air conditioning
I-	Interstate
ICS	Incident Command System
IDA	International Dark-Sky Association
IES	Illuminating Engineering Society
in/sec PPV	inches per second peak particle velocity
IP	Internet Protocol
IS	Initial Study
ISA	International Symbol of Accessibility
LACoFD	County of Los Angeles Fire Department
LADOT	City of Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAPD	City of Los Angeles Police Department
LASPD	Los Angeles School Police Department
LAUSD	Los Angeles Unified School District
L_{dn}	day-night average sound level
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent continuous sound level
LID	Low-Impact Development
LRA	Local Responsibility Area
LST	localized significance threshold
LZ	lighting zone
MEP	maximum extent practicable
Metro	Los Angeles County Metropolitan Transportation Authority
MLD	Most Likely Descendant
MLO	Model Lighting Ordinance
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
mph	miles per hour
MRZ	mineral recovery zone
MS4	Municipal Separate Storm Sewer System

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MT	metric ton
$MTCO_2e$	metric ton of carbon dioxide equivalent
MWD	Metropolitan Water District of Southern California
MWELO	Model Water Efficient Landscape Ordinance
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	natural community conservation plan
ND	Negative Declaration
NFHL	National Flood Hazard Layer
NFHS	National Federation of State High School Associations
NIMS	National Incident Management System
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O_3	ozone
OEHS	Office of Environmental Health and Safety
OHP	Office of Historic Preservation
OITC	outdoor-indoor transmission class
PA	Public address
PCB	Polychlorinated Biphenyls
PDF	project design feature
$PM_{2.5}$	fine inhalable particulate matter
PM_{10}	coarse inhalable particulate matter
ppm	parts per million
PRC	Public Resources Code
REC	recognized environmental condition
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
SB	Senate Bill
SC	Standard Condition of Approval
SCAG	Southern California Association of Governments
SCCIC	South Central California Information System
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SEMS	Standardized Emergency Management System
SoCAB	South Coast Air Basin
SPEIR	Subsequent Program Environmental Impact Report
SR-	State Route
SRA	State Responsibility Area
SSO	school safety officers

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STC	sound transmission class
SUP	School Upgrade Program
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	tribal cultural resources
TCR-MM	specific mitigation measures for Tribal Cultural Resources
ULSD	ultra-low sulfur diesel
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGBC	U.S. Green Building Council
USS	Utilities and Service Systems
VHFHSZ	very high fire hazard safety zone
VMT	vehicle miles traveled
VOCES	Valley Oaks Center for Enriched Studies

Mitigation Monitoring and Reporting Program

Valley Oaks Center for Enriched Studies (VOCES) Multipurpose Athletic Field Upgrades Project

Los Angeles Unified School District

January 2026

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097 to ensure implementation of all project-specific mitigation measures and applicable LAUSD Standard Conditions of Approval (SCs) identified in the Final Initial Study/Mitigated Negative Declaration (IS/MND) for the Valley Oaks Center for Enriched Studies (VOCES) Multipurpose Athletic Field Upgrades Project. It includes relevant SCs referenced in the IS/MND's environmental checklist and analysis, grouped by resource category. SCs are District-wide standards adopted December 12, 2023, and are enforceable as mitigation under CEQA. Project-specific mitigation measures for Tribal Cultural Resources (TCR-MMs), refined through AB 52 consultation with the Fernandeño Tataviam Band of Mission Indians (FTBMI), are also included. The table lists each measure by code, requirements (full or summarized description from the IS/MND), time frame, responsible party, and columns for tracking completion, initials/date, and notes/comments. All measures are enforceable by LA Unified OEHS, with non-compliance subject to stop-work orders or other remedies.

Mitigation Measure	Requirements of Measure	Time Frame	Responsible Party	Completed (Y/N)	Initials and Date	Notes/ Comments
TCR-MM-1 (300-2.4.1)	If cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards retained by the project applicant shall assess the find. Work on the portions of the Projects outside of the buffered area may continue during this assessment period. Should the find be deemed significant, as defined by CEQA (as amended, 2015), the Project applicant shall retain a professional Tribal Monitor procured by the FTBMI to observe all remaining ground-disturbing activities including, but not limited to, clearing, grading, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, leveling, driving posts, auguring, blasting, stripping topsoil or similar activity, and archaeological work.	During all ground-disturbing activities	Construction Contractor / Qualified Archaeologist / FTBMI Tribal Monitor			

Mitigation Monitoring and Reporting Program

Mitigation Measure	Requirements of Measure	Time Frame	Responsible Party	Completed (Y/N)	Initials and Date	Notes/ Comments
TCR-MM-2 (300-2.4.2)	The Lead Agency and/or applicant shall, in good faith, consult with the FTBMI on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.	Upon discovery of any TCR during ground-disturbing activities	LAUSD OEHS / Construction Contractor / FTBMI			
TCR-MM-3 (300-2.5.2)	If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code shall be enforced for the duration of the Project. 1.Inadvertent discoveries of human remains and/or funerary object(s) are subject to California State Health and Safety Code Section 7050.5, and the subsequent disposition of those discoveries shall be decided by the Most Likely Descendant (MLD), as determined by the Native American Heritage Commission (NAHC), should those findings be determined as Native American in origin.	Upon discovery of human remains or funerary objects during any project activities	Construction Contractor / County Coroner / NAHC / MLD			

1. Introduction

1.1 *OVERVIEW*

The Los Angeles Unified School District (LA Unified or District) is proposing the Multipurpose Athletic Field Upgrades Project (Project) at the Valley Oaks Center for Enriched Studies (VOCES or Campus), located at 9171 Telfair Avenue, Sun Valley, CA 91352. The proposed Project involves the modernization and enhancement of the existing multipurpose athletic field, including associated infrastructure improvements, to improve student health, safety, and educational quality. The Project is required to undergo an environmental review pursuant to the California Environmental Quality Act (CEQA). This Initial Study (IS) provides an evaluation of the potential environmental consequences associated with the proposed Project.

1.2 *BACKGROUND*

The District's bond program, initiated in 1997 with Proposition BB, has evolved to address critical facility needs across District campuses. In 2014, the District established the School Upgrade Program (SUP), initially allocating $7.85 billion, later increased to $9.2 billion, for modernization and infrastructure projects. In 2020, voters approved Measure RR, a $7 billion bond measure to fund facility improvements, safety enhancements, and technology upgrades. On August 24, 2021, the Los Angeles Unified School District Board of Education (BOE or Board) updated the SUP to integrate Measure RR funds and approved the Measure RR Implementation Plan, prioritizing projects to upgrade existing facilities, including high school athletic facilities.

The SUP aims to improve equity by modernizing aging school facilities to provide safe, secure, and updated environments that support 21st-century learning. A Subsequent Program Environmental Impact Report (SPEIR) was prepared and certified by the Board on December 12, 2023, pursuant to CEQA Guidelines Section 15162(a). On the same date, the Board approved the project definition for the VOCES Multipurpose Athletic Field Upgrades Project to enhance athletic facilities and related infrastructure, aligning with the SUP's goals of improving student health, safety, and educational outcomes.

1.3 *CALIFORNIA ENVIRONMENTAL QUALITY ACT*

The environmental compliance process for the proposed Project is governed by CEQA (Public Resources Code [PRC] §§ 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, §§ 15000 *et seq.*). CEQA requires public agencies, such as LAUSD, to disclose significant environmental effects of proposed projects and identify feasible alternatives or mitigation measures to avoid or reduce those effects. As the lead agency, LAUSD is responsible for conducting an environmental review to determine whether the Project requires an Environmental Impact Report (EIR), a Mitigated Negative Declaration (MND), or a

Negative Declaration (ND). The Project is not anticipated to increase student capacity, and the environmental review will utilize the SUP SPEIR as a baseline, supplemented by site-specific analyses.

1.4 ENVIRONMENTAL PROCESS

Under CEQA, a "project" is defined as an activity undertaken by a public agency that may cause a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines § 15378[a]). The VOCES Multipurpose Athletic Field Upgrades Project constitutes a "project" as it involves construction, demolition, and infrastructure improvements, including parking lot restriping, that will result in physical changes to the Campus. CEQA mandates an environmental review to evaluate potential impacts associated with project implementation. This IS, prepared in accordance with CEQA Guidelines Section 15063, aims to: (1) determine whether an EIR, MND, or ND is appropriate; (2) identify and mitigate adverse impacts to qualify for an ND or MND; (3) facilitate early environmental assessment; (4) provide documentation for findings of no significant effect; and (5) streamline environmental compliance by tiering from the SUP SPEIR. The SPEIR, certified on December 12, 2023, serves as a Program EIR under CEQA Guidelines Section 15168(a)(4), covering related actions with similar environmental effects. The VOCES Project is categorized as a Type 3 project (Modernization, Repair, Replacement, Upgrade, Remodel, Renovation, and Installation) under the SPEIR, enabling tiered analysis to focus on site-specific issues.

1.5 INITIAL STUDY

This IS evaluates the potential environmental impacts of the proposed Project to determine the appropriate level of CEQA documentation. The findings will assess whether the Project qualifies for an ND, MND, or requires an EIR. The IS incorporates the SUP SPEIR as a framework and includes site-specific analyses for air quality, greenhouse gas emissions, noise, transportation, traffic, and pedestrian safety, as required by the RFP. The Project complies with LA Unified's adopted CEQA procedures (May 2017), the California Green Building Code (CALGreen), Collaborative for High Performance Schools (CHPS) criteria, and LAUSD Standard Conditions of Approval (SCs) adopted on December 12, 2023, to minimize environmental impacts. Public participation is a key component of CEQA. Community members are encouraged to engage in the environmental review process through public notices, review of CEQA documents, and submission of substantive comments. The IS and supporting documents are available for review at https://www.lausd.org/ceqa and at LA Unified's Office of Environmental Health and Safety, 333 South Beaudry Avenue, 21st Floor, Los Angeles, CA 90017.

1.5.1 Negative Declaration or Mitigated Negative Declaration or Environmental Impact Report

The MND includes information necessary for agencies to meet statutory responsibilities related to the proposed Project. State and local agencies will use the MND when considering any permit or other approvals necessary to implement the project. A preliminary list of the environmental topics that have been identified for study in the IS/MND is provided Chapter 4, *Environmental Checklist and Analysis*.

One of the primary objectives of CEQA is to enhance public participation in the planning process; public involvement is an essential feature of CEQA. Community members are encouraged to participate in the environmental review process, request to be notified, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the District. The environmental review process provides several opportunities for the public to participate through public notice and public review of CEQA documents and public meetings.

1.5.2 Tiering

This type of project is one of many that were analyzed in the District's SUP SPEIR that was certified by the Board on December 12, 2023.[1] The District's SUP SPEIR meets the criteria for a Program EIR under CEQA Guidelines Section 15168 (a)(4) as one "prepared on a series of actions that can be characterized as one large project and are related…[a]s individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways."

The SPEIR enables LA Unified to streamline future environmental compliance and reduces the need for repetitive environmental studies.[2] The SPEIR serves as the framework and baseline for CEQA analyses of later projects through a process known as "tiering." Under CEQA Guidelines Sections 15152(a) and 15385, "Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a program) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.[3]

The SPEIR is applicable to all projects implemented under the SUP. The SPEIR provides the framework for evaluating environmental impacts related to ongoing facility upgrade projects planned by the District.[4] Due to the extensive number of individual projects anticipated to occur under the SUP, projects were grouped into four categories based on project scope, type of construction and location of project. The four categories of projects are as follows:[5]

- Type 1 – New Construction on New Property
- Type 2 – New Construction on Existing Campus
- Type 3 – Modernization, Repair, Replacement, Upgrade, Remodel, Renovation, and Installation
- Type 4 – Operational and Other Campus Changes

The proposed Project is categorized as Type 3 – Modernization, Repair, Replacement, Upgrade, Remodel, Renovation, and Installation, which includes modernization and infrastructure upgrades. The evaluation of

[1] LAUSD. Subsequent Program EIR for the School Upgrade Program. Report. https://www.lausd.org/Page/2799
[2] LAUSD. Subsequent Program EIR for the School Upgrade Program. Report. https://www.lausd.org/Page/2799
[3] California Code of Regulations Title 14, § 3 Article 1-15152(a).
[4] Ibid, at 4-8.
[5] Ibid, at 1-7.

environmental impacts related to these project types, and the appropriate project design features and mitigation measures to incorporate, are provided in the SPEIR.

The proposed Project is considered a site-specific project under the SPEIR; therefore, this IS is tiered from the SPEIR. The SPEIR is available for review online at https://www.lausd.org/ceqa and at LA Unified's Office of Environmental Health and Safety, 333 South Beaudry Avenue, 21st Floor, Los Angeles, CA 90017.

1.5.3 Project Plan and Building Design

The proposed Project is subject to the California Department of Education (CDE) design and siting requirements, and the school architectural designs are subject to review and approval by the California Division of the State Architect (DSA). The proposed Project, along with all other SUP-related projects, is required to comply with specific design standards and sustainable building practices. Certain standards assist in reducing environmental impacts, such as the California Green Building Code (CALGreen Code), the District's Standard Conditions of Approval (SC), and U.S. Green Building Council (USGBC)/Leadership in Energy and Environmental Design (LEED) criteria (following the CHPS transition to USGBC on June 24, 2025).

California Green Building Code

Part 11 of the California Building Standards Code is the California Green Building Standards Code, also known as the CALGreen Code. The CALGreen Code is a statewide green building standards code applicable to residential and non-residential buildings throughout California, including schools. The CALGreen Code was developed to reduce greenhouse gas (GHG) emissions from buildings; promote environmentally responsible, cost-effective, healthier places to live and work; reduce energy and water consumption; and respond to the environmental directives of the Department of Housing and Community Development.

Standard Conditions of Approval for District Construction, Upgrade, and Improvement Projects

The SCs for District Construction, Upgrade, and Improvement Projects were adopted by the Board on December 12, 2023. SCs are environmental standards applied to District construction, upgrade, and improvement projects during the environmental review process by the Office of Environmental Health and Safety (OEHS) CEQA team to offset potential environmental impacts. The most recently adopted SCs were updated to incorporate and reflect recent changes in laws, regulations, and the District's standard policies, practices, and specifications (e.g., the LAUSD Design Guidelines and Design Standards, which are routinely updated and referenced throughout the SCs).

U.S. Green Building Council/Leadership in Energy and Environmental Design

Following CHPS's integration into USGBC on June 24, 2025, the proposed Project will align with LEED criteria across relevant categories, including integration, indoor environmental quality, energy, water, site, materials and waste management, and operations and metrics. The District is committed to sustainable construction principles and has been a member of CHPS since 2001; with this transition, the District now pursues LEED certification for school projects where feasible. LEED establishes criteria for high-performance

schools to create better educational experiences for students and teachers by designing optimal facilities. LEED-designed facilities are healthy, comfortable, energy efficient, material efficient, easy to maintain and operate, commissioned, environmentally responsive on site, educational in their sustainability features, safe and secure, community resources, architecturally stimulating, and adaptable to changing needs. The proposed Project would comply with LEED and LA Unified sustainability guidelines. The design team would be responsible for incorporating sustainability features, including on-site treatment of stormwater runoff, "cool roof" building materials, lighting that reduces light pollution, water- and energy-efficient design, water-wise landscaping, collection of recyclables, and sustainable and/or recycled-content building materials.

Project Design Features

Project design features (PDFs) are environmental protection features that modify a physical element of a site-specific project and are depicted in a site plan or documented in the project design plans. PDFs may be incorporated into a project design or description to offset or avoid a potential environmental impact and do not require more than adhering to a site plan or project design. Unlike mitigation measures, PDFs are not special actions that need to be specifically defined or analyzed for effectiveness in reducing potential impacts.

Mitigation Measures

If, after incorporation and implementation of federal, State, and local regulations, LEED prerequisite criteria, PDFs, and SCs, there are still significant environmental impacts, then feasible and project-specific mitigation measures are required to reduce impacts to less than significant levels. Mitigation under CEQA Guidelines Section 15370 includes:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.

Mitigation measures must further reduce significant environmental impacts above and beyond compliance with federal, State, and local laws and regulations, PDFs, and SCs. The specific LEED prerequisite criteria and LAUSD SCs are identified in the tables under each CEQA topic. Federal, state, regional, and local laws, regulations, plans, and guidelines, LEED criteria, PDFs, and SCs are considered part of the proposed Project and are included in the environmental analysis.

1.6 IMPACT TERMINOLOGY

The following terminology is used to describe the level of significance of impacts.

- A finding of ***no impact*** is appropriate if the analysis concludes that the Project would not affect the particular topic area in any way.
- An impact is considered ***less than significant*** if the analysis concludes that it would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered ***less than significant with mitigation incorporated*** if the analysis concludes that it would cause no substantial adverse change to the environment with the inclusion of environmental commitments or other enforceable mitigation measures.
- An impact is considered ***potentially significant*** if the analysis concludes that it could have a substantial adverse effect on the environment. If any impact is identified as potentially significant, an EIR is required.

1.7 ORGANIZATION OF THE INITIAL STUDY

This IS is designed to meet the requirements of CEQA and the CEQA Guidelines. The findings indicate whether the Project would have significant impacts with the incorporation of mitigation measures, CHPS criteria, SCs, and PDFs. The report includes the following sections:

- Chapter 1, Introduction: Identifies the purpose, scope, and terminology of the IS.
- Chapter 2, Environmental Setting: Describes the existing conditions, surrounding land uses, general plan designations, and zoning at the Project site and surrounding area.
- Chapter 3, Project Description: Provides the location, background, and detailed scope of the proposed Project.
- Chapter 4, Environmental Checklist and Analysis: Presents the LAUSD CEQA checklist, impact analysis, and significance findings for each resource topic, identifying applicable CHPS criteria, PDFs, SCs, and mitigation measures.
- Chapter 5, List of Preparers: Identifies individuals who prepared the IS and supporting technical studies.
- Appendices: Include supporting data for transportation, and other analyses, available at https://www.lausd.org/ceqa.

2. Environmental Setting

2.1 *PROJECT LOCATION*

The Valley Oaks Center for Enriched Studies (VOCES) is located at 9171 Telfair Avenue in the Sun Valley neighborhood of the City of Los Angeles, California (Assessor Parcel Number 263-100-6901) (see **Figure 1**, Regional Location). The Campus occupies a 20.7-acre site bounded by Telfair Avenue to the north, Haddon Avenue to the south, Allegheny Street to the east, and Sheldon Street to the west. Regional access is provided by Interstate 5 (I-5), approximately 0.25 miles west of the Campus, and State Route 170 (SR-170), approximately 0.6 miles east. Local access is provided by Telfair Avenue, a two-lane arterial roadway to the north, and Sheldon Street, a two-lane road to the west. The primary vehicular and pedestrian entrances are along Telfair Avenue, with additional access points along Sheldon Street and Haddon Avenue. The Project site is comprised of an approximately 1.9-acre portion of the Campus that contains the multipurpose athletic field and adjacent parking lot near the intersection of Telfair Avenue and Sheldon Street.

Public transit in the vicinity includes bus stops served by the Los Angeles County Metropolitan Transportation Authority (Metro) along San Fernando Road, approximately 0.5 miles west of the Campus, and along Laurel Canyon Boulevard, approximately 1 mile east, and the Metrolink Rail station, which is approximately 1.5 miles southeast. The rail right-of-way runs northwest to southeast, about 0.4 miles to the northeast along San Fernando Road. Pedestrian facilities include sidewalks along Telfair Avenue, Haddon Avenue, Allegheny Street, and Sheldon Street, with yellow crosswalks at Sheldon Street/Haddon Avenue, Sheldon Street/Telfair Avenue, Allegheny Street/Haddon Avenue, Allegheny Street/Kewen Avenue, and Allegheny Street/Telfair Avenue adjacent to the Campus. No dedicated bicycle lanes are present in the immediate vicinity, though cyclists may share roadways or sidewalks with pedestrians. Bicycle racks are provided on Campus for student use.

Figure 1 Regional Location

2.2 SURROUNDING LAND USES

VOCES is situated in a mixed-use area of Sun Valley (see **Figure 2**, Surrounding Land Uses), with the following surrounding land uses:

North: Telfair Avenue; single-family and multi-family residential properties.

South: Haddon Avenue; single-family residential properties and light industrial uses.

East: Allegheny Street; single-family residential properties and commercial uses, including small retail and service businesses.

West: Sheldon Street; single-family residential properties and industrial facilities, including warehouses.

Commercial and industrial uses, such as auto repair shops and manufacturing facilities, are prevalent within a half-mile radius, particularly along San Fernando Road to the west. No public parks or recreation centers are noted immediately adjacent to the Campus, though small community parks exist within the broader Sun Valley area.

2.3 SENSITIVE RECEPTORS

The District defines sensitive receptors as residences, schools, long-term care facilities, dormitories, motels, hotels, hospitals, libraries, auditoriums, concert halls, outdoor theaters, nature and wildlife preserves, parks, and places of worship. The primary sensitive receptors at VOCES are the approximately 371 students (grades 6–12) and staff who use its athletic facilities, academic buildings, and parking areas. Nearby sensitive receptors include:

- Single-family and multi-family residences across Telfair Avenue to the north, approximately 50–100 feet from the Project site.
- Single-family residences across Haddon Avenue to the south, approximately 50–100 feet from the Project site.
- Single-family residences across Allegheny Street to the east, approximately 50–100 feet from the Project site.
- Single-family residences across Sheldon Street to the west, approximately 50–100 feet from the Project site.
- Hope Fellowship on Vicks Street, located across Allegheny Street, more than 400 feet from proposed restriping and over 700 feet from field upgrades.

No hospitals or long-term care facilities are noted in immediate proximity (within a 500-foot radius) of the proposed field upgrades and lights or the parking lot targeted for restriping.

2. Environmental Setting

Figure 2 Surrounding Land Uses

2.4 CAMPUS HISTORY

The VOCES Campus was originally established in 1960 as Richard E. Byrd Middle School, was then converted to Sun Valley High School in 2009 and finally, re-opened in 2020 as the Valley Oaks Center for Enriched Studies (VOCES) Magnet as a span school serving Grades 6-12. According to the District, the Campus is not eligible as a historic resource, and no significant historical or cultural events are associated with the Project site.

2.5 EXISTING CONDITIONS

The VOCES Campus occupies 20.7 acres and includes academic buildings, administrative facilities, athletic amenities, and parking lots. The multipurpose athletic field supports multiple sports for student athletes, featuring natural turf, football goal posts, and an irrigation system. Adjacent to the field is paved area that has handball, volleyball, and basketball courts. A nearby parking lot supports faculty, staff, and visitors, with pedestrian pathways connecting the athletic field and parking areas to academic buildings. Vehicular access is provided via driveways along Telfair Avenue and Sheldon Street, with designated drop-off and pick-up areas along Telfair Avenue. The field's existing infrastructure, including drainage and irrigation systems, is outdated, and the parking lot may lack optimized striping for accessibility or efficiency, necessitating upgrades. The Campus operates on a traditional two-semester, single-track calendar, with no plans to increase student enrollment.

2.6 EXISTING OPERATIONS

The VOCES athletic fields and physical education facilities are situated west of the service road. The campus includes a 3.75-acre multipurpose athletic field with a natural grass surface and a 3.2-acre asphalt sports court area used for handball, volleyball, tennis, and basketball. During school hours (8:30 AM to 3:32 PM) from August to June, the athletic field supports physical education classes as part of the curriculum. After school hours, it accommodates team practices and interscholastic games for freshman, junior varsity, and varsity levels across multiple sports. Adjacent facilities include a 13,036-square-foot gymnasium and a 23,668-square-foot physical education building. The field features baseball batting cages and backstops, a softball field, two football goal posts, and temporary bleachers with capacity for approximately 300 spectators.

No field striping is present to delineate play areas for football, soccer, baseball, or softball, and there are no permanent lighting or scoreboard installations, with seating limited to temporary setups. The lack of permanent lighting confines field use to daylight hours, constraining scheduling for evening practices and games. Consequently, sports such as soccer are often scheduled during instructional time, potentially affecting academic programming. During football season, games typically start at 7:00 PM to avoid peak afternoon heat, with September average highs of 85°F and occasional exceedances of 100°F; however, the absence of fixed lighting requires temporary installations, which incur additional costs and logistical demands and are removed post-season, further limiting evening access for other activities. This setup also reduces the field's capacity to host extended playoff schedules for qualifying teams.

Natural grass turf demands regular maintenance due to intensive use, compounded by an outdated irrigation system that results in inconsistent watering, turf wear, and periodic closures for repairs. Attendance at games often fills the temporary bleachers, indicating strong community engagement, though existing constraints on

2. Environmental Setting

Figure 3 Existing Site Plan

lighting, maintenance, and infrastructure limit the field's overall utilization for athletic and extracurricular programs.

There were approximately 42 regular and playoff games that were played on the existing VOCES athletic field during the 2024-2025 season. Nineteen of those games were played on the field by the soccer team (boys and girls) followed by eight football games. Football games are played at night starting at 7:00 PM. Soccer games are played in the afternoon with start times that range from 2:00 PM to 3:30 PM. Baseball and softball teams played approximately 15 games on the field with start times that range from 2:00 PM to 3:00 PM. The season calendar varies by sport with football starting around the first week of September until mid-November. Soccer games are scheduled after football season from mid-November to mid-February. Baseball and softball games are played in spring starting mid-March up to Mid-May. The volleyball team played 11 games in the adjacent gymnasium with a season that starts mid-March to mid-April with 3:00 PM start times.

2.7 GENERAL PLAN AND EXISTING ZONING

The Campus and surrounding developments are within the Sun Valley - La Tuna Canyon Community Plan area, which is one of the 35 community plans that comprise the Land Use Element of the General Plan of the City of Los Angeles. The Project site is zoned PF-1XL-CUGU (Public Facility, Height District 1VL, Clean Up Green Up District) and designated PF (Public Facilities) in the Sun Valley - La Tuna Canyon Community Plan. The PF-1 zone permits the use and development of publicly owned land, including public schools and the Public Facilities designation encourages the development of educational facilities. Schools are not subject to the requirements of the CUGU District. The City of Los Angeles General Plan Land Use designation for the school property is 'Public Facilities', which allows public schools. New construction on the Project site would not represent a change in land use and would not conflict with existing plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects. On February 19, 2019, the BOE Adopted a Resolution to exempt all LA Unified school sites from local land use regulations under Government Code Section 53094. LA Unified school sites are exempt from all local ordinances, such as those pertaining to building height, parking, preservation and replacement of trees, construction permits (except those in the public right of way), recordation of parcel maps, signage, site plan review, and inspection (Bd. Of Ed Rprt No. 256-18/19).

2.8 AGENCY REVIEWS AND APPROVALS

The proposed Project would require the approval of the Los Angeles Unified School District as the Lead Agency. It is anticipated that all or portions of the proposed Project would require agency review and approvals from the following entities:

- California Department of Fish and Wildlife as a Trustee Agency
- California Department of General Services, DSA Approval of site-specific construction drawings.
- California Department of Transportation (Caltrans), Approval of use of oversized vehicles for transport of heavy construction materials and/or equipment on State highways.
- South Coast Air Quality Management District (South Coast AQMD), Permit for compliance with Rule 1166.

- City of Los Angeles, Public Works Department Permit for curb, gutter, driveways, and other offsite improvements.
- City of Los Angeles, Fire Department, Approval of plans for emergency access and emergency evacuation as well as fire hydrants pursuant to the Los Angeles Fire Code and part of DSA permit approval.

2.9 TRIBAL CONSULTATION

Pursuant to Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014), the District provided formal notification to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the Project and that have previously requested to be informed of proposed projects. The Fernandeño Tataviam Band of Mission Indians requested consultation with the District on September 23, 2025, pursuant to Public Resources Code Section 21080.3.1. The Gabrieleno/Tongva San Gabriel Band of Mission Indians had no comment. No other requests for consultation were received within the 30-day period following receipt of the notification. However, as part of the SPEIR, the BOE adopted Standard Conditions of Approval (SC-TCR-1 and SC-TCR-2) to protect potential unanticipated discoveries associated with tribal cultural resources.

3. Project Description

3.1 *BACKGROUND*

VOCES has been identified under the SUP as requiring upgrades to its athletic facilities and associated infrastructure to address critical physical deficiencies and enhance student health, safety, and educational quality. The SUP, supported by Measure RR funding, prioritizes modernization projects to ensure equitable access to safe and functional facilities. On December 12, 2023, the LA Unified Board of Education approved the project definition for the VOCES Multipurpose Athletic Field Upgrades Project to modernize the existing athletic field and improve adjacent infrastructure, including parking lot restriping. The Project aligns with the SUP's core principles:

- Addressing physical conditions that pose health and safety risks or hinder instructional programs.
- Complying with accessibility requirements under the Americans with Disabilities Act (ADA).
- Enhancing exterior conditions through landscape, hardscape, and infrastructure improvements.
- Supporting sustainable design practices in accordance with CHPS criteria and CALGreen standards.
- The Project will not increase student enrollment and focuses on improving the multipurpose athletic field and adjacent parking facilities.

3.2 *PROPOSED PROJECT*

The proposed Project involves the modernization and enhancement of the existing multipurpose athletic field and the restriping of an adjacent parking lot at VOCES, located within the 20.7-acre Campus at 9171 Telfair Avenue, Sun Valley, California. The Project aims to create a safe, functional, and high-quality athletic facility while improving parking efficiency and accessibility. The Project is categorized as a Type 3 project (Modernization, Repair, Replacement, Upgrade, Remodel, Renovation, and Installation) under the SUP SPEIR and will be implemented with an estimated budget of $7.5 million. The Project scope, as outlined in the RFP and supplemented by the mention of parking lot restriping, includes the following components:

- New Athletic Field Construction: Design and construction of a new multipurpose athletic field, including a regulation football field, with 42 LED field lighting fixtures on four poles up to 80 feet high, goal posts, and a scoreboard to support sports such as football, soccer, baseball, softball, and other activities. The project includes a new public address (PA) system for emergency use, mounted on the four 80-foot light poles, designed to support campus safety while minimizing noise impacts.
- Bleacher Installation: Installation of new five-tier portable bleachers to accommodate spectators, with 148 seats for visiting team spectators and 222 seats for home team spectators, to be located on the northwestern edge of the field.

- Field Improvements: Grading, drainage improvements, amending topsoil, re-seeding natural turf on the existing multipurpose athletic field, and repairing the existing irrigation system.
- Demolition and Removal: Demolition and removal of existing football goal posts, asphalt pavement, and eight handball courts to accommodate the upgraded facilities.
- Ancillary Improvements: Landscape, hardscape, and infrastructure enhancements, including pathways, fencing, and utilities to support the athletic field, as well as restriping of an adjacent parking lot to improve accessibility, safety, and parking efficiency (e.g., ADA-compliant spaces, optimized layout).

3.2.1 Campus Improvements

Demolition and Removal

The proposed project includes the demolition and removal of existing football goal posts and handball courts on the multipurpose athletic field. No buildings are proposed for demolition. Demolition is anticipated to occur over a two-month period starting in April 2027.

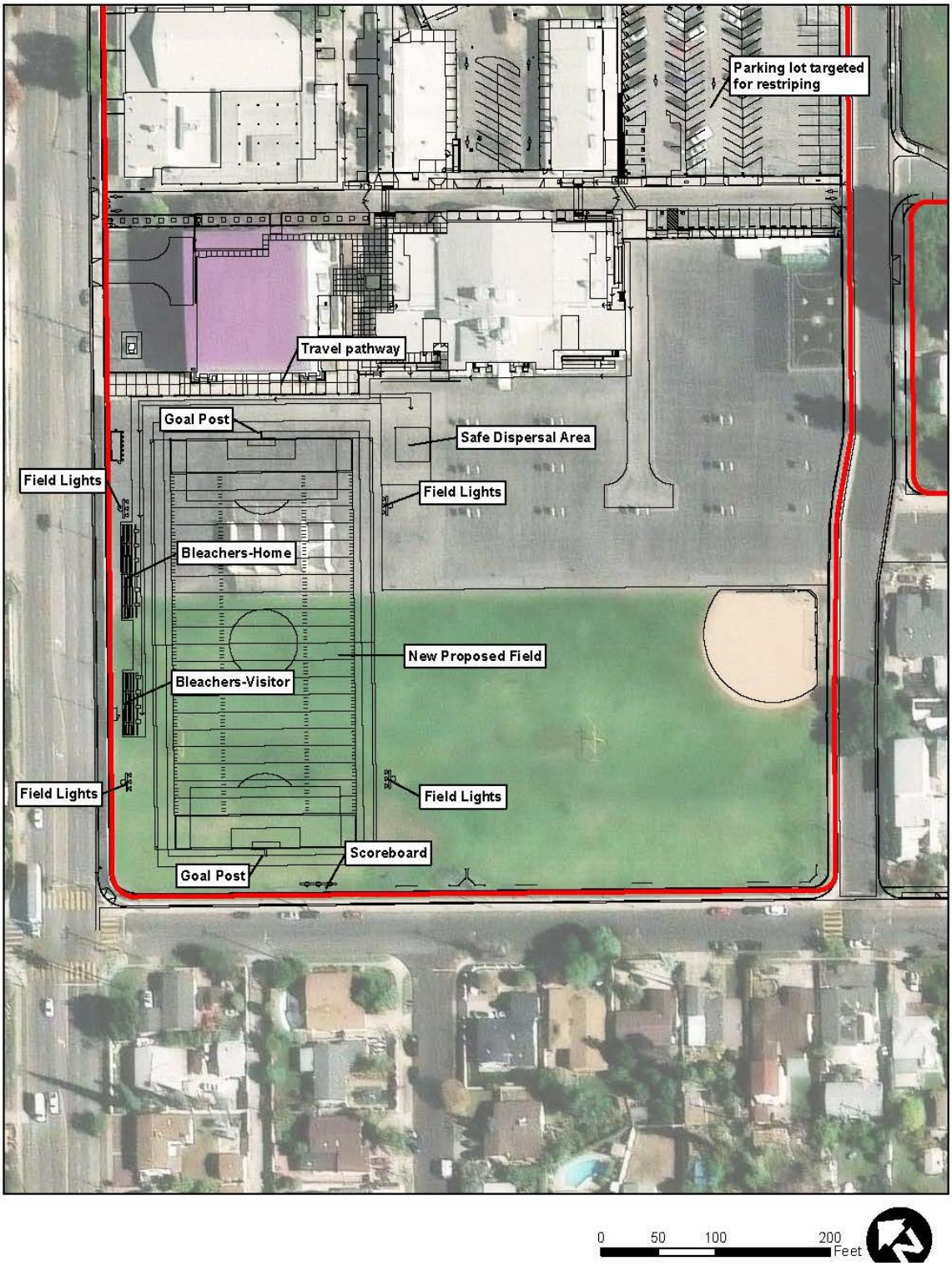
Field Demolition

The demolition phase targets outdated and non-compliant elements to prepare the site for enhanced functionality and accessibility. Existing turf and base materials will be removed in designated areas of the football field, including sections adjacent to the softball field and handball courts, to eliminate degraded surfaces that no longer meet safety standards. This includes the complete removal of existing football goal posts and their footings at both ends of the field, as well as backstops and associated footings, which are obsolete and pose structural risks. The irrigation system serving the demolition areas will be dismantled to avoid conflicts with new installations, while handball courts and their footings will be fully removed to reclaim space for expanded play areas. Asphalt concrete (AC) and base layers in peripheral zones will also be demolished, ensuring a clean slate for new paving. All work will be coordinated to protect in-place elements like the existing softball field fence, backstop, and turf.

Visitor Parking Demolition

Demolition in the visitor parking area targets inefficiencies in the existing layout near the Physical Education Building and Industrial Arts Building 1, focusing on removing outdated striping and barriers that hinder accessibility and flow. Wheel stops in multiple stalls will be demolished to allow reconfiguration, while existing pavement markings—including faded lines and symbols—will be stripped to prepare for fresh applications. This phase also includes the removal of non-compliant elements like certain drainage grills and light poles that conflict with expanded van-accessible spaces, ensuring no disruption to ongoing school operations. The demolition work is limited to the enlarged visitor parking area, preserving surrounding concrete and posts to reduce waste and expedite the transition to the new configuration.

Figure 4 Proposed Project Site Plan



3. Project Description

Path of Travel Demolition

Demolition of path of travel components addresses accessibility barriers along routes connecting the Physical Education Building, Industrial Arts Building 1, and the athletic field. This involves the removal of non-ADA-compliant concrete aprons, sidewalks, and curb ramps that exceed slope limits or lack proper transitions. Existing six-foot double chain-link gates and sliding doors will be dismantled where they impede clear widths, and truncated domes at ramp entries will be removed for reinstallation elsewhere. This includes demolition of concrete in service yards and fire lanes, as well as planters and AC units in conflict zones, with careful protection of in-place CMU walls, fences, and arcade posts to maintain structural integrity during the process.

New Construction and Modernization

Following the targeted demolition phase, the project advances with new construction and modernization to upgrade the multipurpose athletic field at VOCES into a state-of-the-art, accessible venue supporting diverse student activities while minimizing environmental impacts.

Field Upgrades

Following demolition, the project will install natural turf and base across the full 360-foot by 160-foot regulation football field—oriented north-south between Sheldon Street to the north and Allegheny Street to the south—to create a versatile, low-maintenance surface for multiple sports including football, soccer, track and field events, flag football, and other physical education activities such as fitness drills, relay races, and team-building exercises. This north-south alignment leverages the site's linear street boundaries to direct noise and light along the field's length, reducing potential impacts to sensitive receptors like adjacent residences and school buildings on the eastern and western edges. Integrated concrete paths of travel will enhance circulation and ADA compliance, while an 810-square-foot safe dispersal area will accommodate up to 162 occupants. Four 80-foot-tall lighting poles will be strategically positioned at the field's perimeter corners, angled inward to face the playing surface and ensure uniform illumination with advanced shielding to limit spillover onto neighboring properties. Twenty-foot-tall replacement goal posts will be added at both ends, alongside an eight-foot-high by 32-foot-wide scoreboard mounted on a structural frame with dedicated footings for elevated visibility along the sideline, with concrete curbing defining boundaries to minimize water use and boost durability. Existing adjacent features, such as the softball field and irrigation, will remain protected in place.

Visitor Parking Upgrades

The adjacent parking lot will be restriped to replace the existing 32 standard stalls and one compact stall with a layout supporting up to 140 vehicles, including 107 accessible spaces (70 van-accessible with 18-foot aisles and 23-foot widths, plus 37 standard accessible). New asphalt paving will cover demolition areas, featuring striping for accessible stalls, and four-inch yellow traffic striping to direct flow toward the service road and fire lane. Truncated domes will mark transitions to paths of travel, integrating existing ramps and posts while adding a dedicated accessible route to the main campus for safer pedestrian access during events.

Path of Travel Upgrades

New ADA-compliant concrete sidewalks (minimum 4-foot widths) and curb ramps will connect the parking area to the field and Physical Education Building over the 240-foot service yard,. Truncated domes will embed at all transitions, alongside a new 42-inch ADA gate and 13-foot-6-inch sliding doors replacing barriers for secure entry. Concrete curbing and accessible signage will guide routes, tying into integrated planters and preserving in-place elements like fences and arcade posts for seamless site connectivity.

Overall Project Implementation

The proposed project will modernize the multipurpose athletic field at VOCES to support football, soccer, baseball, softball, and other student activities. Fixed five-tier bleachers that are 10 feet and 7.5 inches high installed along the west side of the athletic field will provide 370 seats—222 home-side and 148 visitor-side—with ADA-compliant ramp access, designated wheelchair spaces, a safe dispersal area, and marked paths of travel to on-campus parking. Lighting upgrades will use LED fixtures on short footings with shielding to limit spill, while the existing turf base will incorporate new synthetic surfaces, grading, drainage improvements, and efficient irrigation repairs. Construction is slated for April 2027 to June 2028, phased to reduce school disruptions, with all materials (including poles and bleachers) staged on-site away from roads and residences.

3.2.2 Utilities

Utility improvements will include a new transformer enclosure along Sheldon Street to house electrical service for field lighting and scoreboard operations, with connections tying into existing campus infrastructure. Upgrades to the existing irrigation system—demolishing portions in demolition areas while protecting and repairing in-place sections—will support the synthetic turf athletic field. Minor adjustments in the parking lot, such as relocating light poles and drainage grills to align with the restriped layout, will ensure compatibility with new accessible spaces. The Project may involve limited electrical extensions to power the four lighting poles and scoreboard. LA Unified will consult with the Los Angeles Department of Water and Power (LADWP) to verify capacity for electrical demands. Stormwater Best Management Practices (BMPs), including upgraded drainage systems with check valves and concrete lines protected in place, will be integrated for the field and parking areas to comply with the Los Angeles County Hydrology Manual and the National Pollutant Discharge Elimination System (NPDES) General Construction Activity Permit.

3.2.3 Site Access, Circulation, and Parking

The primary vehicular and pedestrian access to VOCES remains via Telfair Avenue to the south, with secondary entry points along Sheldon Street to the north, Haddon Avenue to the east, and Allegheny Street to the south. Student drop-off and pick-up activities are accommodated along Telfair Avenue, while on-site parking for faculty, staff, and visitors is provided across multiple existing lots, including the visitor parking area adjacent to the Physical Education Building and Industrial Arts Building 1, which is targeted for restriping. The Project will not modify overall site access points or major circulation patterns but will enhance the visitor parking lot by restriping it to optimize efficiency, adding new asphalt paving in demolition areas, and incorporating 4-inch yellow traffic striping to guide flow toward the service road and fire lane. This reconfiguration replaces the

existing layout with 32 standard stalls, one compact stall, 70 van-accessible spaces (with 18-foot aisles and 23-foot widths), and 37 standard accessible spaces—for a total of 107 accessible stalls—marked with four-inch blue lines and two-inch white-on-blue International Symbol of Accessibility (ISA) symbols, supporting up to 140 vehicles without increasing overall capacity or generating additional vehicle trips or miles traveled (VMT) on a typical daily basis; however, the proposed bleacher improvements could theoretically result in additional spectators for major athletic events, such as the homecoming football game. Overall, such events currently occur at the existing field; any potential increase in trips associated with additional seating capacity is forecast to be relatively marginal and would not occur on a regular basis, as discussed in further detail in the evaluation in Section XVIII Transportation and Circulation.

No changes to student enrollment are proposed. During construction (April 2027 to June 2028), temporary staging for equipment and materials will occur on-site within the athletic field or adjacent lots to minimize off-site impacts, with haul truck traffic for demolition debris scheduled outside peak student drop-off/pick-up hours in coordination with school administration.

Accessibility upgrades are integrated throughout, including new ADA-compliant paths of travel connecting the restriped parking lot to the multipurpose athletic field, bleacher seating areas, Physical Education Building, and Industrial Arts Buildings 1 and 2 via the 240-foot service yard and fire lane. These pathways feature concrete sidewalks, curb ramps , a new 42-inch ADA gate, sliding doors, concrete curbing, and accessible signage, all in compliance with the California Building Code (CBC) and the District's ADA Transition Plan. Truncated domes and dedicated routes will also link spectator areas ensuring safe pedestrian flow without altering vehicular circulation.

3.2.4 Landscaping

The landscaping plan will enhance the aesthetic and functional quality of the athletic field and adjacent parking lot areas, incorporating native and water-efficient plants from the District's approved plant list, per the Model Water Efficient Landscape Ordinance (MWELO). No invasive plant species, as listed by the California Invasive Plant Council (Cal-IPC), will be used. Existing trees within or adjacent to the Project site, including the athletic field and parking lot, will be evaluated per the District's OEHS Tree Trimming and Removal Procedure and SC-BIO-3. Any tree removal will be replaced on-site, and inspections for contagious tree diseases will be conducted to ensure safe handling and disposal. Landscape improvements may include new pathways, fencing around the field, and landscaping around the restriped parking lot to enhance safety and accessibility.

3.2.5 Construction Phasing and Equipment

The Project will be developed in a single phase, with construction anticipated to begin in the second quarter of 2027 and be completed by the third quarter of 2028. The construction schedule includes:

- Demolition and Site Preparation: Removal of existing football goal posts, asphalt pavement, and handball courts, grading, and drainage improvements for the athletic field, and preparation of the parking lot for restriping.

- Field Upgrades Construction: Installation of new field components (lighting, goal posts, scoreboard), re-seeding of turf, and irrigation system repairs.

- Bleacher and Ancillary Improvements: Installation of portable bleachers, landscaping, hardscape features (e.g., pathways, fencing), and restriping of the adjacent parking lot to improve accessibility and layout.

Construction equipment may include graders, tractors, loaders, backhoes, water trucks, pavement marking equipment for restriping, and haul trucks for debris removal. An estimated 20-to-50 workers will be on-site during peak periods. Construction worker parking and material staging will be accommodated on-site to avoid impacts to local streets. Haul routes and delivery schedules will be coordinated with the City of Los Angeles Department of Building and Safety and school administration to minimize disruptions. The Project will adhere to SCs for dust control, noise management, and traffic safety, as outlined in the SUP SPEIR. Arrangements will be made for alternate leased facilities for the teams to practice during construction of the athletic field.

Table 1 Construction Schedule and Equipment

Phase	Schedule	Equipment	Number
Demolition, Site Preparation, Field Upgrades Construction, Bleachers and Ancillary Improvements	April 2027 to June 2028	Concrete/Industrial Saws	1
		Rubber Tired Dozers	1
		Tractors/Loaders/Backhoes	2
		Graders	1
		Forklifts	1
		Generator Sets	1
		Cement and Mortar Mixers	1
		Pavers	1
		Rollers	1
		Water Trucks	2
		Haul Trucks/Pickups	4
		Cranes	1
		Pavement Marking Equipment	1
		Lighting Installation Equipment (e.g., Boom Lifts)	1

3.2.6 Project Operations

The Project will enhance the operational capabilities of the athletic field, supporting diverse extracurricular activities for students and athletes while aligning with the SUP SPEIR's priorities for infrastructure upgrades that improve student health, safety, and educational quality. The upgraded field will serve multiple sports—including football, soccer, baseball, softball, basketball, cheerleading, and volleyball—for freshman, junior varsity, and varsity teams, with expanded scheduling flexibility. The number of events will not increase beyond the existing approximately 42 regular and playoff games annually. Key operational improvements include:

- Nighttime Lighting System: The Project's 42 LED fixtures on four 80-foot-tall poles will extend field usability into evenings for after-school practices, games, and community events. The field lighting

system would be equipped with dimming capabilities for adjustable intensity. These energy-efficient LEDs comply with CALGreen criteria; although the CHPS is transitioning to USGBC standards over the next two years, this project is not tracked as CHPS due to its limited scope. The system be designed to use directional shielding and adjustable settings to focus illumination on the field thereby minimizing spill and glare to residences per LAUSD Standard Condition SC-AE-2 and local ordinances, as detailed in the Musco lighting design document. The new lighting system would replace the temporary lighting rentals for football games (e.g., 8:00 PM starts to avoid extreme heat) currently used, which are costly, logistically challenging, and removed post-season. The system supports 100 to 120 school nights annually (over a 180-day year), easing daylight savings constraints after 5:00 PM and allowing soccer to shift to after-school slots, reducing academic disruptions.

- Enhanced Field Utilization and Accessibility: The field will accommodate multiple teams' schedules more efficiently. Five-tier fixed bleachers (370 seats: 222 home-side, 148 visitor-side) will serve students, faculty, families, and guests, featuring ADA Title II-compliant ramp access and designated seating. The restriped parking lot—with ADA spaces and improved pathways—will enable safe access for evening/weekend events, boosting community engagement. A new public address system for emergencies will minimize noise per SC-NOI-1.

- Sustainable Field Operations: Smart controllers and low-flow emitters in the upgraded irrigation system will optimize water use, cut maintenance closures, and ensure turf playability under heavy team demands, aligning with District conservation goals and CALGreen. The natural turf complies with National Federation of State High School Associations (NFHS) standards for safe, reliable use across activities.

The Project delivers a versatile, sustainable facility to expand educational and extracurricular opportunities. Evening operations will follow LAUSD Standard Conditions (e.g., SC-AE-2 for lighting shutoffs/dimming and SC-NOI-1 for noise limits), including community notifications, to minimize impacts and meet local expectations and CEQA requirements.

Athletic programs are regulated by the District through the Orange Book (BUL-6429.4 Athletic Rules and Regulations) and incorporated by reference, the Gold Book Rules and Regulations of the CIF LA City Section. These regulations establish important operational restrictions that limit the frequency and schedule of games and practice for each sport, game times, size of team rosters, transportation, rallies, and prohibitions of noisemakers and bonfires. The Project will not affect compliance with these regulations or expand usage of the field beyond what rules and regulations already allow. The fields will be used only by the school and the District. The Civic Center Act (CA Ed. Code Sections 38130 - 38139) allows with District discretion third-party access to school facilities subject to the requirements of an approved Civic Center Permit. There are no existing Civic Center permits in the school. The Project will not add any new sport or teams or add any new playing areas that are not already accommodated within the existing field or gymnasium. Currently, the existing athletic field accommodates all field sports resulting in the intensive use of the field accelerating the field's physical deterioration. This also leads to compromised facility designs for baseball, softball, football, and soccer. The proposed Project design expands the existing athletic field by approximately an acre by replacing the existing handball courts and adjacent paved areas. This creates expanded playing and practice areas that enable future

potential upgrades to existing facilities for the baseball and softball teams, which are not part of the Project's scope.

4. Environmental Checklist and Analysis

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture / Forestry Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Energy
☐	Geology/Soils	☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials
☐	Hydrology / Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population / Housing	☐	Tribal Cultural Resources
☐	Recreation	☐	Transportation	☐	Mandatory Findings of Significance
☐	Utilities / Service Systems	☐	Wildfire	☒	None

DETERMINATION:

On the basis of this initial evaluation:

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

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

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

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

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

Signature	Date
Printed Name	Title

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, SPEIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

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

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

4. Environmental Checklist and Analysis

ENVIRONMENTAL IMPACTS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

(AE) Explanation:

The SPEIR evaluated the potential for implementation of the SUP-related projects to impact aesthetic and visual resources. Projects implemented under the SUP were identified as having less than significant impacts on scenic vistas, scenic resources within designated scenic highways, existing visual character, and day or nighttime views in the LAUSD region.

LA Unified applies Standard Conditions of Approval (SCs) to minimize impacts to aesthetic resources. Applicable SCs related to aesthetic resource impacts associated with the proposed Project are provided below:

LAUSD Standard Conditions of Approval	
SC-AE-5	LAUSD shall review all designs and test new lights following installation to ensure that adverse light trespass and glare impacts are avoided. **School Design Guide** *This document outlines Illumination Criteria, requirements for outdoor lighting and measures to minimize and eliminate glare that may impact pedestrians, drivers and sports teams, and to avoid light trespass onto adjacent properties.*
SC-AE-6	The International Dark-Sky Association (IDA) and the Illuminating Engineering Society (IES) Model Lighting Ordinance (MLO) shall be used as a guide for environmentally responsible outdoor lighting. The MLO has outdoor lighting standards that reduce glare, light trespass, and skyglow. The MLO uses lighting zones (LZ) 0 to 4, which allow the District to vary the lighting restrictions according to the sensitivity of the community. The MLO also incorporates the Backlight-Uplight-Glare (BUG) rating system for luminaires, which provides more effective control of unwanted light. The MLO establishes standards to: • Limit the amount of light that can be used.

LAUSD Standard Conditions of Approval	
	• Minimize glare by controlling the amount of light that tends to create glare. • Minimize sky glow by controlling the amount of uplight. • Minimize the amount of off-site impacts or light trespass.

a) Have a substantial adverse effect on a scenic vista?

No Impact.

Scenic vistas provide visual access or panoramic views to a large geographic area, often associated with vantage points offering unique geographic orientation, such as urban skylines, valleys, mountain ranges, or water bodies. VOCES is located at 9171 Telfair Avenue in the Sun Valley neighborhood of the City of Los Angeles, surrounded by a mix of urban land uses, including single- and multi-family residential properties, light industrial facilities, and small commercial developments, as detailed in Section 2.2 (Surrounding Land Uses). The flat topography of the 20.7-acre campus and its immediate vicinity does not offer significant scenic vistas or designated scenic viewpoints, such as mountain ranges or natural landmarks, nor does it conflict with scenic resource policies in the City of Los Angeles General Plan. The proposed Project would not obstruct or degrade any existing scenic vistas.

The Project's modernization elements, including field upgrades and parking lot restriping, will enhance the campus's functional appearance without altering its overall urban context or introducing incompatible visual elements, aligning with the LA Unified School Design Guide and the SUP SPEIR. As the campus is not eligible as a historic resource (Section 2.4, Campus History), no historic architectural style considerations apply. Therefore, the proposed Project would result in no impact to scenic vistas and no mitigation or further evaluation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The California Scenic Highway Program aims to preserve and protect areas of outstanding natural beauty visible from designated State highways. The nearest designated State Scenic Highways to VOCES are State Route 27 (Topanga Canyon Boulevard), approximately 15 miles southwest, and State Route 2 (Angeles Crest Highway), approximately 20 miles northwest. The Campus is surrounded by a mix of residential, commercial, and light industrial uses (Section 2.2, Surrounding Land Uses), and its flat topography, combined with intervening urban development and distance, ensures that neither the existing campus nor the proposed project elements—including the modernized multipurpose athletic field, nighttime lighting, portable bleachers, and restriped parking lot—are visible from these scenic highways. The Project's design, which includes directional shielding of nighttime lighting to minimize light spill (Section 3.2.7, Project Operations), further reduces any potential visual impact on distant scenic resources. Therefore, the Project would result in no impact to scenic resources within a designated State Scenic Highway, and no mitigation or further evaluation is required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly

accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. VOCES is located in an urbanized area within the Sun Valley neighborhood of the City of Los Angeles, surrounded by a mix of residential, commercial, and light industrial uses (Section 2.2, Surrounding Land Uses). The Project site is zoned PF-1XL-CUGU (Public Facility, Height District 1VL, Clean Up Green Up District) and designated PF (Public Facilities) in the Sun Valley - La Tuna Canyon Community Plan. The PF-1 zone permits the use and development of publicly owned land, including public schools and the Public Facilities designation encourages the development of educational facilities. Schools are not subject to the requirements of the CUGU District. The height limit established in the Zoning Code for the XL-1 height limit in the PF zone is two stories or more and a maximum of 30 feet. The City of Los Angeles General Plan Land Use designation for the school property is 'Public Facilities', which allows public schools. The proposed Project involves demolition of existing football goal posts and handball courts, construction of a modernized multipurpose athletic field with nighttime LED lighting directed toward the field, installation of five-tier portable bleachers, and restriping of an adjacent parking lot, with no new buildings proposed. The proposed Project would not conflict with applicable zoning regulations or other ordinances governing scenic quality, as the LA Unified Board of Education adopted a Resolution on February 19, 2019, exempting all LA Unified School sites, including VOCES, from local land use regulations under Government Code Section 53094.

The District will implement SC-AE-1 to ensure that the Project's design, including the athletic field upgrades and lighting, is compatible with the existing campus aesthetic, and SC-AE-2 to incorporate methods from the LA Unified School Design Guide throughout the planning, design, construction, and operation phases to limit aesthetic impacts. SC-AE-3 requires consideration of the surrounding neighborhood's general character, especially for sensitive receptors within 100 feet of campus boundaries. The nighttime lighting features directional shielding that angles light downward and inward toward the field, minimizing spill and glare to adjacent areas along Sheldon Street (north), Allegheny Street (south), Haddon Avenue (east), and western residences.

The California Code of Regulations, Title 5, Section 1410, grants the California Department of Education School Facilities Planning Division regulatory authority to review school designs for aesthetic factors, and the Project complies with these standards. The SUP SPEIR states that impacts to visual character for SUP projects are less than significant when the LA Unified School Design Guide is followed.

With implementation of SC-AE-1, SC-AE-2, and SC-AE-3, the Project would not substantially degrade the existing visual character or quality of public views from publicly accessible vantage points, such as Telfair Avenue or Sheldon Street, and impacts would be less than significant. No mitigation or further study is required.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less than Significant Impact. The proposed Project would result in less-than-significant impacts related to light and glare, as detailed below. Light spillage is defined as unwanted illumination from light fixtures onto adjacent properties. Existing sources of nighttime light in the vicinity of VOCES include streetlights along Telfair Avenue and Sheldon Street, vehicle headlights, and limited parking lot and security lighting on Campus.

Current campus operations rely on daylight for athletic activities, with minimal nighttime lighting from existing security and parking lot fixtures (Section 3.2.6, Existing Operations).

A primary aesthetic consideration is the introduction of nighttime lighting for the multipurpose athletic field. The proposed Project involves the installation of 42 LED fixtures on poles up to 80 feet high. The Light-Structure System provides an average illuminance of 51.32 foot-candles on the football field, with spill levels ranging from 0.0025 to 0.0158 foot-candles at distances of 150 feet and five feet. This configuration reduces glare and light trespass in addition to the dimming capabilities of the lighting system. The athletic field's north-south alignment leverages the site's linear street boundaries to direct noise and light along the field's length, reducing potential impacts to sensitive receptors like adjacent residences and school buildings on the eastern and western edges.

The proposed LED lighting system will be installed with directional shielding to focus illumination downward and inward toward the field, minimizing light spill and glare to surrounding residential and commercial areas within 50–100 feet of the Campus boundaries. This design complies with LAUSD SCs SC-AE-5 (light trespass prevention) and SC-AE-6 (glare reduction), as well as California Green Building Code (CALGreen), ensuring reduced visual impact on the neighborhood. Compliance with SC-AE-2, requiring incorporation of the LA Unified School Design Guide for aesthetic compatibility, and the system's 80% energy reduction, ensure that nighttime views from public vantage points (e.g., Telfair and Haddon Avenues, Sheldon Street) and sensitive receptors will not be substantially degraded.

Construction activities, scheduled from April 2027 to June 2028, will adhere to SCs and occur during daytime hours, eliminating the need for portable nighttime lighting during this phase. Post-construction, the lighting system will support extended athletic use (e.g., evening practices and games), but its shielded design and adherence to SC-AE-5 (design review and post-installation testing) and SC-AE-6 (International Dark-Sky Association [IDA] and Illuminating Engineering Society [IES] Model Lighting Ordinance [MLO] standards) will prevent significant light trespass or skyglow. The project does not involve new buildings or reflective facades, and the parking lot restriping will use non-reflective materials, avoiding glare from shiny surfaces. Therefore, light and glare impacts are expected to be less than significant, and no mitigation or further analysis is required.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY 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, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

(AG) Explanation:

The SPEIR evaluated the potential for implementation of SUP-related projects to impact agriculture and forestry resources. The District spans an urban area with small areas of scattered important farmland, no land protected under Williamson Act contract, and no forest land or timberland. According to the SPEIR, projects implemented under the SUP are anticipated to have less than significant impacts related to the conversion of farmland to nonagricultural use and no impacts on land protected under a Williamson Act contract, forest land and timberland uses in the District. Therefore, there are no SCs for minimizing impacts to agriculture and forestry resources in areas where future Projects would be implemented under the SUP.

Project specific analysis provided below concludes that implementation of the proposed Project would have no impact on agriculture and forestry resources.

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?

No Impact. VOCES is identified as Urban Built-Up Land by the California Department of Conservation's Important Farmland Finder and is not identified as an area of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[6] The Project site is surrounded by residential and commercial properties on all four sides and there is no agricultural or farm use on or in the vicinity of the Project site; thus, no conversion of farmland would occur as a result of the proposed Project. Therefore, no impact would occur, and no mitigation or further analysis is required.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The Campus is zoned PF (Public Facility) and designated in the General Plan as PF (Public Facilities) and does not include any lands zoned for agricultural uses or enrolled in a William Act contract. The Campus includes an agricultural area for instructional purposes on a separate parcel. Therefore, no impact would occur regarding conversion of existing agriculture uses or Williamson Act contracts. No mitigation or further analysis is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?

No Impact. The proposed Project would not conflict with existing zoning for forest land, timberland, or timberland production. Forest land is defined as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."[7] Timberland is defined as "land….which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees."[8] The VOCES campus is dominated by school buildings and fields and court spaces dedicated to school activities and does not support tree cover As previously described, the Campus is zoned PF (Public Facility) and designated PF (Public Facilities) in the General Plan and is not zoned for forest land or timberland use. Therefore, no impact would occur, and no mitigation or further analysis is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. No forest land uses are present on VOCES. Existing vegetation on the Campus is limited to ornamental trees and shrubs. Implementation of the proposed Project would not require any changes to the existing environment that could result in the loss or conversion of forest land to non-forest use. Therefore, no impact would occur and no mitigation or further analysis is required.

[6] California Department of Conservation. California Important Farmland Finder. https://maps.conservation.ca.gov/dlrp/ciff/.
[7] California PRC Section 12220(g).
[8] California PRC Section 4526.

4. Environmental Checklist and Analysis

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. VOCES is located within an urban area with no agricultural or forest land uses. There is no mapped important farmland or forest land on or near the Campus, and implementation of the proposed Project would not indirectly cause conversion of such land to nonagricultural or non-forest use. Therefore, no impact would occur, and no mitigation or further analysis is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

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.

Are significance criteria established by the applicable air district available to rely on for significance determinations?	☒ Yes	☐ No

Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. 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?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

(AQ) Explanation:

LA Unified applies Standard Conditions of Approval (SCs) to minimize impacts to air quality. Applicable SCs related to air quality impacts associated with the Project are provided below.

LAUSD Standard Conditions of Approval	
SC-AQ-2	Construction Contractor shall ensure that construction equipment is properly tuned and maintained in accordance with manufacturer's specifications, to ensure excessive emissions are not generated by unmaintained equipment.
SC-AQ-3	Construction Contractor shall: • Maintain speeds of 15 miles per hour (mph) or less with all vehicles. • Load impacted soil directly into transportation trucks to minimize soil handling. • Water/mist soil as it is being excavated and loaded onto the transportation trucks. • Water/mist and/or apply surfactants to soil placed in transportation trucks prior to exiting the site. • Minimize soil drop height into haul trucks or stockpiles during dumping. • During transport, cover or enclose trucks transporting soils, increase freeboard requirements, and repair trucks exhibiting spillage due to leaks. • Cover the bottom of the excavated area with polyethylene sheeting when work is not being performed. • Place stockpiled soil on polyethylene sheeting and cover with similar material. • Place stockpiled soil in areas shielded from prevailing winds.
SC-AQ-4	LAUSD shall analyze air quality impacts: If site-specific review or monitoring data of a school construction project identifies potentially significant adverse regional and localized construction air quality impacts, then LAUSD shall implement all feasible measures to reduce air emissions below the South Coast Air Quality Management District's (SCAQMD's) regional and localized significance thresholds. Construction bid contracts shall include protocols that reduce construction emissions during high-emission construction phases from vehicles and other fuel driven construction engines, activities that generate fugitive

LAUSD Standard Conditions of Approval	

dust, and surface coating operations. The Construction Contractor shall be responsible for documenting compliance with the identified protocols. Specific air emission reduction protocols include, but are not limited to, the following.

Exhaust Emissions

- Schedule construction activities that affect traffic flow to off-peak hours (e.g. between 10:00 AM and 3:00 PM).
- Consolidate truck deliveries and limit the number of haul trips per day.
- Route construction trucks off congested streets, as permitted by local jurisdiction haul routes.
- Employ high pressure fuel injection systems or engine timing retardation.
- Use ultra-low sulfur diesel fuel, containing 15 parts per million (ppm) sulfur or less in all diesel construction equipment.
- Use construction equipment rated by the U.S. Environmental Protection Agency (USEPA) as having at least Tier 4 (model year 2008 or newest available model) emission limits for engines between 50 and 750 horsepower.
- Restrict non-essential diesel engine idle time, to not more than five consecutive minutes.
- Use electrical power rather than internal combustion engine power generators.
- Use electric or alternatively fueled equipment, as feasible.
- Use construction equipment with the minimum practical engine size.
- Use low-emission on-road construction fleet vehicles.
- Ensure construction equipment is properly serviced and maintained to the manufacturer's standards.

Fugitive Dust

- Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Replace ground cover in disturbed areas as quickly as possible.
- Sweep streets at the end of the day if visible soil material is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water).
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Pave unimproved construction roads that have a traffic volume of more than 50 daily trips by construction equipment, and/or 150 daily trips for all vehicles.
- Pave all unimproved construction access roads for at least 100 feet from the main road to the project site.
- Enclose, cover, water twice daily, or apply non-toxic soil binders according to manufacturers' specifications to exposed piles (i.e., gravel, dirt, and sand) with a 5 percent or greater silt content.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph.
- Water disturbed areas of the active construction and unpaved road surfaces at least three times daily, except during periods of rainfall.
- Limit traffic speeds on unpaved roads to 15 mph or less.
- Prohibit fugitive dust activities on days where violations of the ambient air quality standard have been forecast by SCAQMD.
- Tarp and/or maintain a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Limit the amount of daily soil and/or demolition debris loaded and hauled per day.

General Construction

- Use ultra-low volatile organic compounds (VOCs) or zero-VOC surface coatings.
- Phase construction activities to minimize maximum daily emissions.

LAUSD Standard Conditions of Approval	
	• Configure construction parking to minimize traffic interference. • Provide temporary traffic control during construction activities to improve traffic flow (e.g., flag person). • Prepare and implement a trip reduction plan for construction employees. • Implement a shuttle service to and from retail services and food establishments during lunch hours. • Increase distance between emission sources to reduce near-field emission impacts.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O_3), carbon monoxide (CO), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the SCAQMD, is designated nonattainment for O_3, and $PM_{2.5}$ and Lead under the National Ambient Air Quality Standards (NAAQS) and nonattainment for O3, $PM_{2.5}$, PM_{10} under the California AAQS.[9]

Further, the SCAQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, CO, NO_x, SO_X, PM_{10}, and $PM_{2.5}$. Development projects below the regional significance thresholds are not expected to generate sufficient pollutant emission criteria to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Table 2 Federal and State Attainment Status

Pollutants	Federal Classification	State Classification
Ozone (O_3)	1- and 8-Hour Nonattainment (Extreme)	1- and 8-Hour Nonattainment
Particulate Matter (PM_{10})	Attainment (Maintenance)	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment (Serious)	Nonattainment
Carbon Monoxide (CO)	Attainment (Maintenance)	Attainment
Nitrogen Dioxide (NO_2)	Attainment (Maintenance)	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The federal Clean Air Act (CAA) requires states to develop plans, known as State Implementation Plans (SIPs), stating how they will attain or maintain NAAQS. SIPs are a compilation of new and previously approved plans, programs, district rules, state regulations and federal controls. States and local air quality management agencies prepare SIPs for approval by the USEPA. To this end, the SCAQMD with contribution from and collaboration with the California Air Resources Board, the Southern California Association of Governments (SCAG) and the USEPA has prepared the various plans to ensure continued progress toward clean air and reach federal and state compliance requirements. The most recent plan is the

[9] CARB. Area Designations Maps / Maps of State and Federal Area Designations. https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations.

4. Environmental Checklist and Analysis

2022 Air Quality Management Plan (AQMP).[10] The AQMP incorporates emissions projections based on growth forecasts accounted for in local and regional general plans. Local governments maintain the authority to determine the types of land use that are allowed within their jurisdiction. A city's general plan, each parcel of land within that city is given a land use designation (i.e., residential, industrial, etc.). The Project is consistent with the General Plan designation of PF (Public Facilities).

The proposed Project, which would redevelop a 1.9-acre area of the existing Campus, would be subject to the SCAQMD's AQMP, which contains a comprehensive list of pollution control strategies aimed at reducing emissions and achieving identified ambient air quality standards. The proposed Project would be consistent with all applicable AQMP standards related to transportation, economy, and community development as no population or transportation expansion would be anticipated within the Campus or surrounding vicinity. Additionally, due to the nature of the proposed Project, it would not result in an increase in student enrollment or new long-term employment. The proposed Project would not substantially affect housing, employment, or population projections within the region.

The proposed Project would not be considered a large, regionally significant project. The proposed Project would not affect the regional growth projections made by the SCAG and used by the SCAQMD in forming the AQMP. The student and faculty population at the existing Campus would not increase as a result of Project implementation and projected emissions would not exceed SCAQMD's regional significance thresholds. Therefore, the Project would be consistent with the AQMP requirements to reduce the SoCAB's construction-related emissions from construction equipment and related activities, and no conflict would occur with the implementation of the AQMP. Therefore, impacts would be less than significant, and no mitigation or further analysis is required.

b) 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?

Less than Significant Impact. The following describes short-term construction-related and long-term operational impacts associated with proposed Project.

Short-Term Construction Emissions

Temporary construction activities would result in the generation of air pollutants. These emissions would primarily be: 1) exhaust from off-road diesel-powered construction equipment; 2) dust generated by construction activities; 3) exhaust from on-road vehicles; and 4) off-gassing of VOCs from paints and asphalt.

Construction activities associated with the proposed Project are anticipated to disturb approximately 1.9 acres of the Campus. The proposed Project would involve removal of existing football goal posts and handball courts, grading, and drainage improvements for the athletic field, and preparation of the parking lot for restriping, installation of new field components (lighting, goal posts, scoreboard), re-seeding of turf, and irrigation system repairs, installation of portable bleachers, landscaping, hardscape features (e.g., pathways, fencing), and restriping of the adjacent parking lot to improve accessibility and layout. As described in Section 3.2.5, *Construction Phasing and Equipment*, construction is anticipated to start in the second quarter of 2027 and

[10] SCAQMD. Air Quality Management Plan. http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=10.

would occur intermittently until the third quarter of 2028. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.30[11], and are based on the preliminary construction duration provided by the District. Where specific information regarding Project-related construction activities was not available, construction assumptions were based on CalEEMod defaults. CalEEMod emissions calculations are included as Appendix A. Table 3 presents a summary of the construction emissions modeling, indicating that the maximum daily emissions of ROG, NOx, CO, PM10, and PM2.5 from construction activities remain below the respective SCAQMD regional significance thresholds. Consequently, the air quality impacts associated with Project-related construction are considered less than significant, and no mitigation measures or additional analysis are necessary.

Table 3 Maximum Daily Construction Emissions

Construction Activity	Maximum Emissions (lbs/day)					
	ROG	NO_X	CO	SOx	PM_{10}	$PM_{2.5}$
Construction (2027)	1.2	8.6	15.0	0.0	3.3	1.7
Construction (2028)	18.2	2.5	7.8	0.0	0.6	0.2
SCAQMD Significance Thresholds	***75***	***100***	***550***	***150***	***150***	***55***
Localized Significant Threshold	***None***	***114***	***786***	***None***	***7***	***4***
Exceeds Significant Threshold?	No	No	No	No	No	No

Notes:

1 The construction schedule is based on preliminary information provided or confirmed by the LAUSD. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by the SCAQMD.

2 Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, and SC-AQ-3, which involves reducing speed limit to 15 mph on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers. Modeling also includes implementation of SC-AQ-4, which requires utilization of equipment that meets the USEPA Tier 3 emissions standards at minimum.

3 Includes implementation of SC-AQ-2, which requires ensuring that construction equipment is properly tuned and maintained. This requirement would further contribute to minimizing generation of criteria air pollutant emissions during construction.

4 Includes compliance with SCAQMD Rule 1113 that requires the use of architectural coatings with VOC content of 50 grams/liter or less for all interior paints.

Long-Term Operational Emissions

Operational activities would be less than significant, as these projects would not increase capacity. Once the construction is completed operational activities would resume to pre-project conditions.

No new vehicle trips would be generated, there would be no increase in vehicle miles traveled, and there would be no increase in mobile source emissions. Therefore, there would be no net increase in regional emissions of any criteria pollutant, and the impact would be less than significant, and no mitigation or further analysis is required.

[11] California Air Pollution Control Officers Association (CAPCOA). 2024. California Emissions Estimator Model (CalEEMod). Version 2022.1.1.30. Developed by: ICF in collaboration with the Sacramento Metropolitan Air Quality Management District

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c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The proposed Project could expose sensitive receptors to elevated pollutant concentrations if it causes or significantly contributes to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Localized Significance Thresholds

The SCAQMD has established localized significance thresholds (LSTs) to address the impacts that pollutant concentrations could have on nearby receptors.

Localized Significance Thresholds represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. LSTs are applicable for projects that generate oxides of nitrogen (NO_X), carbon monoxide (CO), respirable particulate matter less than 10 microns in diameter (PM_{10}), and respirable particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). LSTs are based on the following criteria: geographic location of the project, project site size, and proximity between the project site and the nearest sensitive receptor, such as residences and schools [12].

LST are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise.

Construction Thresholds

The SCAQMD has prepared LST guidance to help lead agencies assess localized air quality impacts from projects that are less than 5 acres and generate NOX, CO, PM_{10}, and $PM_{2.5}$. The methodology for analyzing localized air quality impacts from proposed projects is presented in the SCAQMD *Final Localized Significance Threshold Methodology* document[13]. The methodology includes look-up tables with localized significance thresholds according to source receptor area for 1-, 2- and 5-acre projects. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. Thus, only emissions generated by construction equipment and vehicles while at the site are used to evaluate LST. Construction emissions would have a localized impact if they exceeded LST.

Construction Analysis

The project Site is located in the Sun Valley neighborhood of the City of Los Angeles (Source Receptor Area 7 – East San Fernando Valley.[14]) in Los Angeles County. The nearest receptors to the project site are residential

[12] South Coast Air Quality Management District. Localized Significant Thresholds. SCAQMD Website. Accessed August 2023, URL: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds

[13] South Coast Air Quality Management District, 2008 Final Localized Significant Threshold Methodology. SCAQMD Website. Accessed August 2025, URL: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2.

[14] SCAQMD. Source Receptor Areas. https://data-scaqmd-online.opendata.arcgis.com/maps/814d6e7a791044dabcb3d0d4b8af4df9/explore?location=34.060531%2C-118.098466%2C10.84

housing units to the north, west, and south. The estimated proximity of the nearest housing unit to the project site is approximately 100 feet. The maximum area disturbed per day based on equipment use is estimated to be two acres. Thus, LSTs were based on the 2-acre LST lookup table and compared against emissions calculated using CalEEMod. Based on the LST analysis, project construction emissions are below LSTs. LSTs and significance test are summarized in Table 6.

Operation Analysis

The proposed Project would not generate additional operational activities, as these projects would not increase capacity. Once the construction is completed operational activities would resume to pre-project conditions.

Construction Emission Health Risk

Whenever a project would require: 1) the use of chemical compounds that have been identified in SCAQMD Rule 1401; 2) the use of chemical compounds placed on the California Air Resources Board's (CARB's) air toxics list pursuant to AB 1807, Air Contaminant Identification and Control Act (1983); or 3) the use of chemical compounds placed on the USEPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the South Coast AQMD. The District would apply SC-AQ-4, which has 32 distinct requirements that substantially reduce construction emissions, exhaust emissions, and fugitive dust.

Toxic Air Contaminants (TACs)

According to SCAQMD methodology, health effects from toxic air contaminants (TACs) are usually described in terms of "individual cancer risk." "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the proposed Project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk.

The proposed Project is anticipated to be completed in approximately 18 months, which would limit the exposure to on-site and off-site receptors. Further, construction activities would be intermittent and would not generate on-site exhaust emissions that would exceed the screening-level construction LSTs. SCAQMD does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project.

Due to the limited scale and the temporary nature of construction activities, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations during construction. Thus, construction emissions would not pose a health risk to on-site and offsite receptors, and project-related construction health impacts would be less than significant.

Carbon Monoxide Hotspots

Vehicle congestion has the potential to create pockets of CO called hotspots. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles are backed up and idle for longer periods and are subject to reduced speeds. These pockets could exceed the State one-hour standard of 20 ppm or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and

does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations.

As the proposed Project would not result in an increase in student capacity, the proposed Project would not generate additional peak-hour trips. Therefore, implementation of the proposed Project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the Project site. Operational impacts would be less than significant, and no mitigation or further analysis is required.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. The proposed Project would not result in other emissions, such as odors. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed Project involves the redevelopment of a portion of the high school and would not fall within the objectionable odors land uses or generate odors different than what is already generated on-site. Emissions from construction equipment, such as diesel exhaust and VOCs from architectural coatings and paving activities may generate odors. However, these odors would be low in concentration, temporary, and would not affect a substantial number of people. Odor impacts would be less than significant, and no mitigation or further analysis is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

(BIO) Explanation:

The SPEIR evaluated the potential for implementation of the SUP-related projects to impact biological resources. According to the SPEIR, upon implementation of regulatory requirements and LAUSD SCs for SUP-related projects, impacts associated with nesting birds, wildlife movement, and native trees would be less than significant. LAUSD has SCs for minimizing impacts to biological resources. Applicable SCs related to biological resources impacts associated with the proposed Project are provided in the table below. A literature search was performed for the Project to identify sensitive plant and animal species and habitat that may potentially occur. Although SC-BIO-3 has been included for the protection of nesting birds, the Project does not require the removal of mature conifer, cottonwood, sycamore or oak trees or abandoned buildings, and no native habitat is present within or adjacent to the Project site; therefore, the bat survey portion of this measure does not apply to the proposed Project.

LA Unified applies Standard Conditions of Approval (SCs) to minimize impacts to biological resources. Applicable SCs related to biological resources impacts associated with the proposed Project are provided below:

4. Environmental Checklist and Analysis

LAUSD Standard Conditions of Approval	
SC-BIO-2	LAUSD shall protect sensitive wildlife species from harmful or disruptive exposure to light by shielding light sources, redirecting light sources, or using low intensity lighting. All exterior light fixtures shall be listed as dark sky compliant as required under SC-AE-6.
SC-BIO-3	LAUSD shall comply with the following specifications related to bird and bat nesting sites. Project activities (including, but not limited to, staging and disturbances to native and non-native vegetation, structures, and substrates[15]) should occur outside of nesting season to avoid take of birds, bats, or their eggs.[16] Bird Surveys – Construction Demolition or Vegetation Removal in or adjacent to Native Habitat • For construction projects occurring in or adjacent to native habitat, a qualified LAUSD nesting bird Surveyor or qualified Biologist (Surveyor/Biologist) may determine that additional surveys are required outside of the breeding and nesting season (February 1st through August 31st, beginning January 1st for raptors) to determine if protected birds occupy the area (e.g., project site is adjacent to areas with suitable habitat for Southwestern willow flycatcher). • If avoidance of the avian breeding season is not feasible, beginning 30 days prior to the initiation of the project activities, the Surveyor/Biologist with experience conducting nesting bird surveys shall conduct weekly bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). The surveys shall continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of project activities. In areas that contain suitable habitat for listed species, species-specific surveys shall be conducted by a qualified Biologist authorized by the regulatory agencies. • If a protected bird is observed, additional protocol-level surveys may be required to determine if the sighting was a transient individual or if the site is used as nesting habitat for that species. Project activities shall be delayed until there is a final determination. • If an active nest is located, project activities within 300 feet of the nest (within 500 feet for raptor nests), or as determined by the Surveyor/Biologist shall be delayed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. Flagging, stakes, and/or construction fencing shall be used to demarcate the boundary of the 300- or 500-foot buffer between the project activities and the nest or tree. Project personnel, including all Construction Contractors working on site, shall be instructed on the sensitivity of the area. Protective measures shall be documented to show compliance with applicable State and Federal laws pertaining to the protection of birds. • If the Surveyor/Biologist determines that a narrower buffer between the project activities and active nests is warranted, a written explanation for the change shall be submitted to the LAUSD OEHS CEQA Project Manager. If approved, the Surveyor/Biologist can reduce the demarcated buffer. • A Surveyor/Biologist shall be present on site during all grubbing and clearing of vegetation to ensure that these activities remain outside the demarcated buffer and that the flagging, stakes, and/or construction fencing are maintained, and to minimize the likelihood that active nests are abandoned or fail due to project activities. The Monitor shall send weekly monitoring reports to LAUSD OEHS CEQA Project Manager during the grubbing and clearing of vegetation, and shall notify LAUSD immediately if project activities damage avian nests. Bird Surveys – Construction, Demolition, or Vegetation Removal at Existing Campuses • If avoidance of the avian breeding season is not feasible, the Surveyor/Biologist with survey experience shall conduct a nesting bird survey to determine if active nests are within or adjacent to the work area.

[15] Substrate is the surface on which a plant or animal lives.
[16] Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86), and includes take of eggs and/or young resulting from disturbances that cause abandonment of active nests.

LAUSD Standard Conditions of Approval	
	• The survey shall be conducted no more than 3 days prior to construction activities. A memo describing results of the survey shall be submitted to the OEHS CEQA Project Manager. • If an active bird nest is observed, the Surveyor/Biologist shall determine the appropriate buffer around the nest. Buffers are determined on species-specific requirements and nest location. • The Monitor shall send weekly monitoring reports to LAUSD OEHS CEQA Project Manager. • No construction activity shall occur within the buffer zone until nest is vacated, juveniles have fledged, and there is no evidence of a second attempt at nesting. Bat Surveys • Bat species inventories and habitat use studies shall be completed for demolition or new construction projects in native habitat as well as projects that require the removal of mature conifer, cottonwood, sycamore or oak trees or abandoned buildings. • Bat surveys must be conducted by a qualified bat Surveyor or Biologist (Surveyor/Biologist). The Surveyor/Biologist shall use the appropriate combination of structure inspection, sampling, exit counts, and acoustic monitors to survey an area that may be affected by the project. • If bats are found, the Surveyor/Biologist shall identify the species and evaluate the colony to determine potential impacts. • Mitigation measures shall be determined on a project-specific basis and may include: o Avoidance o Humane exclusion prior to demolition ▪ Bats should not be evicted from roost sites during the reproductive period (May-September), or during winter hibernating periods to avoid direct mortality ▪ Bats should be flushed from trees prior to felling or trimming. • Off-site habitat improvements shall be conducted in coordination with the California Department of Fish and Wildlife.

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?

No Impact. Sensitive biological resources are habitats or species that have been recognized by federal, State, and/or local agencies as endangered, threatened, rare, or in decline throughout all or part of their historical distribution. The Project site is located on a developed high school campus and surrounded by urban land uses. Vegetation on the Project site is limited to ornamental trees and shrubs. There is no native habitat, critical habitat, or suitable habitat for threatened, endangered, or rare species on or adjacent to the site.[17, 18, 19, 20] No federally or state protected species or species protected by local ordinances are documented within or adjacent to the Project site in the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB).19 Federally listed species or species proposed for listing were identified within the vicinity of the Project site by the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC), including coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo bellii pusillus*), southwestern pond turtle (*Actinemys pallida*), western spadefoot (*Spea hammondii*), monarch butterfly

[17] CDFW. Lands Viewer. https://apps.wildlife.ca.gov/lands/
[18] USFWS. Critical Habitat Mapper. https://www.arcgis.com/apps/mapviewer/index.html?layers=794de45b9d774d21aed3bf9b5313ee24
[19] CDFW. CNDDB. https://apps.wildlife.ca.gov/bios6/
[20] CNPS. Rare Plant Inventory. https://rareplants.cnps.org/

(*Danaus Plexippus*), Gambel's watercress (*Rorippa gambellii*), Nevin's barberry (*Berberis nevinii*), and slender-horned spineflower (*Dodecahema leptoceras*).[21] However, suitable habitat for these species is not present on or adjacent to the Project site. In addition, overwintering habitat for monarch butterfly is not present within the Project site.[22] Therefore, no impact would occur, and no mitigation or further analysis is required.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

No Impact. The Project site is located on a developed Campus. The USFWS manages the National Wetlands Inventory (NWI), a digital Wetlands Mapper with data to represent information on wetlands, riparian, and deep-water habitats.[23] The Project site is not within an adopted habitat conservation plan, natural community conservation plan, or similar plan. The Project site is not within a significant ecological area, land trust, or conservation plan.[24] There is no riparian habitat present in or near the Project site.[23, 25] Therefore, no impact would occur, and no mitigation or further analysis is required.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include, but are not limited to, areas such as swamps, marshes, and bogs. According to the USFWS NWI, there are no wetlands within the Project site.23 The nearest wetland is the Tujunga Wash, which is located approximately 0.3 miles northwest of the Project site.23 The proposed Project would not impact any protected wetland areas. No impact would occur, and no mitigation or further analysis is required.

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?

Less than Significant Impact. The Campus is surrounded by fencing and developed with buildings, asphalt, concrete surfaces, a grass field, and small landscaped areas. As previously described, the Campus does not have any native habitat and does not serve as a wildlife corridor. No trees will be removed during construction. Construction near trees surrounding the Project site may result in disturbances to birds during the nesting season. Many tall, mature trees, such as pine trees (*Pinus* sp.), eucalyptus trees (*Eucalyptus* sp.), palm trees (*Arecaceae*), and other ornamental trees that could serve as nesting bird and raptor habitat are present in residential areas within 300 feet of the Project site. Migratory nongame native bird species are protected by the

[21] USFWS. IPaC. https://ipac.ecosphere.fws.gov/
[22] CDFW. Monarch Overwintering Areas. https://apps.wildlife.ca.gov/bios6/
[23] USFWS. NWI. https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/
[24] Los Angeles County Department of Regional Planning. Significant Ecological Area GIS Map. https://egis-lacounty.hub.arcgis.com/datasets/lacounty::significant-ecological-area-sea/about
[25] California State Geoportal. Riparian Habitat. https://gis.data.ca.gov/datasets/d0b55ff0c29a48b2b615852c40322d5b/

California Fish and Game Code, Sections 3503, 3503.5, and 3513, which prohibits the take of all birds and their active nests, including raptors and other migratory nongame birds.

The District will comply with the California Fish and Game Code and would implement SC-BIO-3, which would ensure that if construction occurs during the avian breeding season, appropriate measures would be taken to avoid impacts to nesting birds. With implementation of these laws, regulations, and the standard condition, impacts to nesting birds would be less than significant and no mitigation or further analysis is required

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. As previously described, the Campus is fully developed and is surrounded by urban land uses. Protected trees and shrubs as defined by the LAUSD OEHS Tree Trimming and Removal Policy are coast live oak (*Quercus agrifolia sp.*), western sycamore (*Platanus racemose sp.*), Southern California black walnut (*Juglans californica sp.*), California bay laurel (*Ubellularia californica sp.*), Mexican elderberry (*Sambucus Mexicana sp.),* and toyon (*Heteromeles arbutifolia*) with trunk diameters (measured at 4.5 feet above grade) of 4 inches or greater.

The proposed Project would not require the removal of any trees. Therefore, the proposed Project would not conflict with local policies or ordinances protecting biological resources. The proposed Project would have no impact, and no mitigation or further analysis is required.

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?

No Impact. The Project site is not within an adopted habitat conservation plan (HCP), natural community conservation plan (NCCP), or similar plan.[26] The closest areas protected by an HCP or NCCP are the City of Rancho Palos Verdes NCCP/HCP and the Orange County Transportation Authority NCCP/HCP, which are approximately 30 miles south and southeast of the Project site, respectively.[27, 28] Therefore, no impact would occur, and no mitigation or further analysis is required. Therefore, no impact would occur, and no mitigation or further analysis is required.

[26] CDFW. NCCP Plan Summaries. https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans
[27] CDFW. NCCP Plan Summary – Orange County Transportation Authority NCCP/HCP. https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans/OCTA
[28] CDFW. NCCP Plan Summary – Rancho Palos Verdes NCCP/HCP. https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans/Rancho-Palos-Verdes

4. Environmental Checklist and Analysis

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☐	☒
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

(CUL) Explanation:

LA Unified applies Standard Conditions of Approval (SCs) to minimize impacts to cultural resources. Applicable SCs related to cultural resources impacts associated with the proposed Project are provided below:

LAUSD Standard Conditions of Approval	
SC-CUL-6	LAUSD shall retain a qualified Archaeologist to be available on-call. The Archaeologist shall meet the Secretary of the Interior's Professional Qualifications Standards (48 Federal Register 44738–39). The archaeologist must have knowledge of both prehistoric and historical archaeology. To reduce impacts to previously undiscovered buried archaeological resources, following completion of the final grading plan and prior to any ground disturbance, a qualified archaeologist shall prepare an Archaeological Monitoring Program as described under SC-CUL-7.
SC-CUL-7	The Construction Contractor shall halt construction activities within a 60-foot radius of the find and shall notify the LAUSD. • LAUSD shall retain an Archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards (48 Federal Register 44738–39). The archaeologist must have knowledge of both prehistoric and historical archaeology. • The Archaeologist shall have the authority to halt any project-related construction activities that could impact potentially significant resources. • The Archaeologist shall be afforded the necessary time to recover and assess the find. Ground-disturbing activities shall not continue until the discovery has been assessed by the Archaeologist. With monitoring, construction activities may continue on other areas of the project site during evaluation and treatment of historic or unique archaeological resources. • If the find is determined to be of value, the Archaeologist shall prepare an Archaeological Monitoring Program and shall monitor the remainder of the ground-disturbing activities. • Significant archaeological resources found shall be curated as determined necessary by the Archaeologist and offered to a local museum or repository willing to accept the resource. • Archaeological reports shall be submitted to the South-Central Coastal Information Center at the California State University, Fullerton. • The Archaeological Monitoring Plan shall include: o Extent and duration of the monitoring based on the grading plans. o At what soil depths monitoring of earthmoving activities shall be required. o Location of areas to be monitored. o Types of artifacts anticipated.

LAUSD Standard Conditions of Approval	
	○ Procedures for temporary stop and redirection of work to permit sampling, including anticipated radius of suspension of ground disturbances around discoveries and duration of evaluation of discovery to determine whether they are classified as unique or historical resources. ○ Procedures for maintenance of monitoring logs, recovery, analysis, treatment, and curation of significant resources. ○ Procedures for archaeological resources sensitivity training for all construction workers involved in moving soil or working near soil disturbance, including types of archaeological resources that might be found, along with laws for the protection of resources. The sensitivity training program shall also be included in a worker's environmental awareness program that is prepared by LAUSD with input from the Archaeologist, as needed. ○ Accommodation and procedures for Native American monitors, if required. ○ Procedures for discovery of Native American cultural resources. • The construction manager shall adhere to the stipulations of the Archaeological Monitoring Plan.
SC-CUL-8	Cultural resources sensitivity training shall be conducted for all construction workers involved in ground-disturbing activities. This training shall review the types of archaeological resources that might be found, along with laws for the protection of resources and shall be included in a worker's environmental awareness program that is prepared by LAUSD with input from a qualified Archaeologist, as needed.
SC-CUL-9	LAUSD shall determine whether it is feasible to prepare and implement a Phase III Data Recovery/Mitigation Program. If feasible, the Archaeologist shall prepare a Phase III Data Recovery/Mitigation Program to outline procedures to recover a statistically valid sample of the archaeological remains and to document the site and reduce impacts to be less than significant. All documentation shall be prepared in the standard format of the Archaeological Resource Management Reports (ARMR) Guidelines, as prepared by the Office of Historic Preservation (OHP). Once a Phase III Data Recovery/Mitigation Program is completed, an Archaeological Monitor shall be present to oversee the ground-disturbing activities to ensure that construction proceeds in accordance with the Program.
SC-CUL-10	All work shall stop within a 30-foot radius of the discovery. Work shall not continue until the discovery has been evaluated by a qualified Archaeologist and the local Native American representative has been contacted and consulted to assist in the accurate recordation and recovery of the resources.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. ~~Less than Significant Impact.~~ Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Federal, State, and local requirements regarding the definition of historical resources are described in this section.

Federal. The National Historic Preservation Act of 1966, as amended, defines the criteria to be considered eligible for listing in the NRHP:

4. Environmental Checklist and Analysis

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history (36 Code of Federal Regulations [CFR] Part 63).

State. Section 5024.1I, Title 14 of the CCR, Section 4852 of the PRC defines the criteria to be considered eligible for listing in the CRHR:

A resource may be listed as an historical resource in the California Register if it meets any of the following [National Register] criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. Is associated with the lives of persons important in our past;

3. 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. Has yielded, or may be likely to yield, information important in prehistory or history.

Los Angeles Unified School District has nearly 800 campuses across a 700-square-mile area in Southern California. The District was officially established in 1872 and is the second-largest public school system in the United States. Historic resources within District campuses have been surveyed and inventoried previously in 2001/2004 by the Getty Conservation Institute and again in 2013/2014 by Sapphos Environmental. The findings from both surveys are compiled in the LA Unified Historic Resources Survey Report, published in June 2014. The District maintains a Historic Resource Inventory of campuses and properties that has been evaluated for significance and eligibility for NRHR and CRHR. The Historic Resource Inventory was most recently updated in 2023.

The Campus originally opened in 1960 as Richard E. Byrd Middle School and was converted to Sun Valley High School in 2009. In 2020, it was re-established as the Valley Oaks Center for Enriched Studies (VOCES) Magnet. The SPEIR 2023 determined that the Campus is ineligible as a historical resource and does not contribute to the LAUSD historic district.

The District's SPEIR 2023 evaluated campuses and properties under applicable criteria and determined that the VOCES does not meet the minimum criteria for eligibility, including the context of architectural/educational facilities in Los Angeles as described in the District Historic Context. Although the VOCES campus was constructed over 45 years ago, it does not contribute to significant historical patterns nor is it associated with notable individuals in history or the structural elements of the campus do not embody distinctive characteristics representative of a specific period, region, or construction method.

Given that the VOCES campus is determined not eligible for NRHP or CRHR, no historical resources will be impacted by the proposed Project, and consequently, no further mitigation measures related to historical resources are required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

No Impact. Archaeological resources are cultural resources of prehistoric or historic origin that reflect human activity. Archaeological resources include both structural ruins and buried resources. The term Unique Archaeological Resources is defined in PRC Section 21083.2(g) as follows:

… 'unique archaeological resources' means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

On October 7, 2025, a literature and record search was conducted at the South Central California Information System (SCCIC). The review encompassed the SCCIC's database of survey reports, documented cultural resources, and overviews studies. In addition, registers and listings maintained by the California Offices of Historic Preservation (OHP), National Register of Historic Places (NRHP), California Register of Historic Places (CRHR), California Historical Landmarks, and California Points of Historical Interests were examined. The geographic scope of the record search is comprised of the Project site (area of potential effect or APE) and a one-mile buffer surrounding site (study area).

The record search indicates a prior cultural resource assessment (LA-10756) was completed at the Project site in 2010 as part of the Pacoima/Panorama City Redevelopment Plan Amendment/Expansion Project Area, Los Angeles County, California. Furthermore, A total of 24 previous cultural resources investigations has been conducted within 1 mile of the Project site. These cultural studies were conducted between 1981 and 2014 and consist of record searches, archaeological and architectural surveys, and cultural resource monitoring.

Within the one-mile radius, three built-in, historic-era sites (P-19-188007, P-19-190313, and P-19-190749) have been recorded. All three resources were determined not eligible for listing to the CRHR and NRHP. A review

of historic and arial photographs dating (1954 to 2022) and USGS historic maps (1942 to 1956) revealed only above-ground structures (e.g. school buildings) are located within the APE. No known cultural resources are identified within the Project area.

The Project site is situated within a fully developed campus and will be confined to an existing landscaped athletic field and an adjacent paved parking lot underlain by sandy loam fill. Given that the Project site is within a highly disturbed area, lack of previously recorded cultural resources, and the scope of work, the potential for encountering buried prehistoric or historic resources during construction is considered low. However, in the unlikely event archaeological resources are encountered during ground disturbing activities, SC-CUL-6 through SC-CUL-10 would be implemented to reduce potential impacts to previously unknown archaeological resources. These SCs would require the District to retain a qualified Archaeologist to prepare and implement an Archaeological Monitoring Program, to conduct cultural resources sensitivity training for all construction workers involved in ground-disturbing activities, and to halt work within a 30-foot radius of an archaeological find if encountered during Project construction activities, among other protective measures. With the implementation of these SCs, there would be no impact on archaeological resources, and no mitigation or further analysis is required.

c) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. ~~Less than Significant Impact~~. During the initial construction of the Campus, there was extensive earthwork from excavation and grading occurred. No known cemeteries or burials are known to exist within the Campus. There is low risk that the Project will encounter human remains. While there are no known human remains or formal cemeteries on the site, the potential for the inadvertent discovery of human remains cannot be entirely excluded. In the unlikely event that human remains are uncovered during demolition, grading, or excavation, California Government Code Sections 27460 *et seq.* mandate that there shall be no mitigation or further excavation or soil disturbance until the Los Angeles County Coroner has determined that the remains are not subject to the provisions of Section 27491 of the California Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of death, and the required recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98.

Pursuant to California Health and Safety Code Section 7050.5, the coroner shall make his or her determination within two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe that they are those of a Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) of the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains. Compliance with existing regulations would ensure there would be no impact to human remains, and no mitigation or further analysis is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy: Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy efficiency?	☐	☐	☐	☒

(ENG) Explanation:

All SUP projects are required to meet CCR Title 24 energy-efficiency standards. Therefore, site specific projects would be consistent with applicable goals of SCAG's 2024-2050 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) (Connect SoCal), such as encouraging energy efficiency. The District also applies SCs for minimizing impacts to GHG emissions and energy consumption. Applicable SCs related to energy impacts associated with the proposed Project are provided below:

LAUSD Standard Conditions of Approval	
SC-GHG-5	Implementation of SC-GHG-5 (see VIII. GREENHOUSE GAS EMISSIONS)

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. The Project would result in short-term construction and long-term operational energy consumption.

Short-Term Construction

Short-term construction activities associated with the proposed Project would consume energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). Construction activities would be subject to applicable regulations such as anti-idling measures, limits on duration of activities, and the use of alternative fuels, thereby reducing energy consumption. There are no aspects of the proposed Project that would foreseeably result in the inefficient, wasteful, or unnecessary consumption of energy during construction activities. For example, there are no unusual characteristics that would directly or indirectly cause construction activities to be any less efficient than would otherwise occur elsewhere (e.g., restrictions on equipment, labor, types of activities, etc.).

The proposed Project involves modernizing the existing multipurpose athletic field, installing energy-efficient LED nighttime lighting directed toward the field, adding five-tier portable bleachers, restriping an adjacent parking lot, and performing related infrastructure improvements (e.g., grading, drainage, turf re-seeding, irrigation repairs). The proposed Project will not result in inefficient or wasteful use of energy, as it incorporates LAUSD Standard Conditions of Approval (SCs) SC-EN-1 (requiring energy-efficient design and equipment, such as the LED lighting system compliant with California Green Building Code [CALGreen] standards) and

SC-EN-2 (promoting sustainable operations and maintenance practices), ensuring optimal energy performance and alignment with the LA Unified SPEIR goals.

The proposed project would not result in inefficient, wasteful, or unnecessary consumption of energy during construction activities.

Electrical Energy

Electricity use would vary, with initial phases relying on diesel-powered heavy equipment (e.g., graders, tractors/loaders/backhoes) for demolition, site preparation, and field upgrades, while later phases would utilize electric-powered tools (e.g., drills, saws) for tasks such as installing nighttime LED lighting fixtures and assembling portable bleachers. Electrical energy will be supplied via existing campus connections, eliminating the need for less-efficient generators, as outlined in the project's single-phase schedule from April 2027 to June 2028 (Table 1, Construction Schedule and Equipment). The implementation of LAUSD Standard Conditions of Approval (SCs) SC-EN-1 (requiring energy-efficient equipment and design) and SC-EN-2 (promoting sustainable operations) ensures that construction activities will not result in wasteful or unnecessary electricity demands, aligning with the LA Unified SPEIR goals. Therefore, energy impacts are considered less than significant, and no mitigation or further analysis is required.

Natural Gas Energy

Construction equipment used for the proposed Project would be diesel powered and would not require the use of natural gas. Therefore, no natural gas demand is anticipated during construction. There would be no impacts related to the proposed Project with respect to natural gas usage and no mitigation or further analysis is required.

Transportation Energy

Transportation energy use during construction activities for the proposed Project would be generated by delivery vehicles, haul trucks, construction employee vehicles, and off-road equipment, as outlined in the single-phase schedule from April 2027 to June 2028 (Table 1, Construction Schedule and Equipment). The off-road equipment, including diesel-powered graders, tractors/loaders/backhoes, and dozers used for demolition, site preparation, and field upgrades, would be supplemented by electric-powered tools (e.g., drills, saws) for installing nighttime LED lighting and assembling portable bleachers. Energy demands from vehicles and equipment would fluctuate with construction phases and cease upon completion, ensuring temporary impacts that do not necessitate expanded energy supplies or new infrastructure. The Construction Contractor will maintain all equipment to meet CALGreen Code or USEPA emissions standards, achieving adequate energy efficiency, and minimize nonessential idling per Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9, in accordance with LAUSD Standard Condition of Approval (SC) SC-EN-2. Additionally, the project site's central location in Sun Valley, served by regional freeways such as the Interstate 5 (I-5) and State Route 170 (SR-170), facilitates efficient construction trips, avoiding unnecessary energy use. Thus, transportation energy use during construction would not be considered inefficient, wasteful, or unnecessary, and impacts are deemed less than significant, with no mitigation or further analysis required, consistent with the LA Unified SPEIR goals.

Long-Term Operation

Operationally, the proposed VOCES Multipurpose Athletic Field Upgrades Project will adhere to appropriate design standards and sustainable practices to minimize energy consumption, incorporating CALGreen, CHPS

criteria, and LAUSD SCs outlined in this IS. The CALGreen Code establishes statewide standards for reducing energy and water use while lowering GHG emissions, and CHPS provides design criteria for energy and material efficiency. The Project, which includes modernizing the multipurpose athletic field, installing energy-efficient LED nighttime lighting directed toward the field, adding five-tier portable bleachers, and restriping an adjacent parking lot, will not increase the number of students (371) or faculty at VOCES, originally established in 1960, thereby improving overall energy efficiency compared to the existing outdated infrastructure (Section 3.2.6, Existing Operations). Utility upgrades, such as repairs to the irrigation system and potential electrical connections for lighting, will utilize existing campus infrastructure without requiring new electrical generation or transmission facilities or excessive fuel use. The Project will continue to rely on local and regional energy supplies without constraining them, ensuring energy use is neither unnecessary, wasteful, nor inefficient, in alignment with the LA Unified SPEIR goals. Therefore, operational energy impacts are considered less than significant, and no mitigation or further study is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The State's electricity grid is transitioning to renewable energy under California's Renewable Portfolio Standard (RPS) Program, with renewable sources including wind, small hydropower, solar, geothermal, biomass, and biogas, which are generally considered carbon neutral. On September 10, 2018, Governor Brown signed Senate Bill (SB) 100, establishing RPS targets for public-owned facilities and retail sellers of 44 percent renewable energy by 2024, 50 percent by 2026, 52 percent by 2027, and 60 percent by 2030. These Statewide RPS requirements apply to utilities and energy providers such as Southern California Edison (SCE), serving VOCES, rather than individual development projects, thereby supporting the State's renewable energy transition. The proposed VOCES Multipurpose Athletic Field Upgrades Project, involving modernization of the multipurpose athletic field, installation of energy-efficient LED nighttime lighting directed toward the field, addition of five-tier portable bleachers, and restriping an adjacent parking lot, will not alter existing campus uses or student enrollment (371 students) and will comply with the current and future Building Energy Efficiency Standards and CALGreen. In accordance with LAUSD Standard Condition of Approval (SC) SC-GHG-5, the Project's energy-efficient design, particularly the LED lighting system, will exceed the efficiency of existing campus infrastructure (Section 3.2.6, Existing Operations), with no new buildings requiring additional energy demands. The Project will be reviewed by the Division of the State Architect (DSA) for compliance with design, construction, and energy regulations, and by the District for adherence to applicable SCs, ensuring alignment with State and local plans for renewable energy and energy efficiency. Therefore, the proposed Project will not conflict with these plans, and no impacts will occur, with no mitigation or further analysis required, consistent with the LA Unified SPEIR goals.

4. Environmental Checklist and Analysis

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause 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 California Geological Survey Special Publication 42.)	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

(GEO) Explanation:

The SPEIR evaluated the potential for implementation of the SUP-related projects to impact geological and soil resources. It was determined in the SPEIR that, upon implementation of regulatory requirements and SCs for SUP-related projects, the impacts associated with seismic hazards, underlying soil characteristics, slope stability, and erosion would be less than significant. The analysis for the proposed Project presented in this section is based in part on the Limited Geotechnical Investigation prepared by GEOCON West Inc., dated May 22, 2024 (see Appendix B).

LA Unified applies SCs for minimizing impacts to geology and soils. Applicable SCs related to geology and soils impacts associated with the proposed Project are provided below:

LAUSD Standard Conditions of Approval	
SC-GEO-1	LAUSD shall prepare a Geohazard Assessment for the construction of any new school or applicable school addition.

LAUSD Standard Conditions of Approval	
SC-GEO-2	LAUSD shall retain a Paleontological Monitor to oversee specific ground-disturbing activities as determined by the scope of work and final grading plan. The Monitor shall provide the construction crew(s) with a brief summary of the sensitivity, the rationale behind the need for protection of these resources, and information on the initial identification of paleontological resources. If paleontological resources are uncovered, the Construction Contractor shall halt construction activities within a 30-foot radius of the find and shall notify the LAUSD. • Ground-disturbing activities shall not continue until the discovery has been assessed by the Paleontologist. • The paleontologist shall have the authority to halt construction activities to allow a reasonable amount of time to identify potential resources. • Significant resources found shall be curated as determined necessary by the Paleontologist.

a) Directly or indirectly cause 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 California Geological Survey Special Publication 42.)

Less than Significant Impact. VOCES is within a seismically-active portion of the San Fernando Valley. The Campus is at least 3.5 miles south-southwest of the nearest Alquist-Priolo Earthquake Fault Zone according to the CGS on-line map tool Earthquake Zones of Required Investigation. The nearest fault trace belongs to the Verdugo Fault, which is recognized as a known earthquake fault according to the latest Fault Activity Map of California from the California Geological Survey (CGS). The Verdugo fault is classified as having Late Quaternary displacement (during the past 700,000 years) and is offset from critical project elements but is within a mile to the east. The closest section of the Verdugo Fault showing Holocene (during the past 11,700 years) displacement is over three miles away and would not pose a threat of rupture at the project site. The Limited Geotechnical Investigation report, prepared by Geocon West, Inc. on May 22, 2024 (Project No. A8326-06-111), evaluated the southwest area of the 20.7-acre campus. Historically rupture has not been an issue in the area. Furthermore, the low-scale development of the proposed Project would not lead to increased risk of damage from a seismic event.

The geotechnical investigation, conducted pursuant to the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621 *et seq.*), supports the proposed Project's feasibility with the implementation of site-specific recommendations, including those outlined in LAUSD Standard Condition of Approval (SC) SC-GEO-1, which mandates geotechnical investigations and adherence to DSA seismic design standards (CBC Chapter 16). The report's findings provide foundation and grading guidelines to address potential seismic hazards, such as ground shaking, on the campus's flat alluvial terrain.

The proposed Project's impact related to fault rupture is considered less than significant. However, to ensure comprehensive mitigation, adherence to SC-GEO-1, along with compliance with Alquist-Priolo regulations and DSA standards, will address any residual seismic hazards, including potential ground shaking or soil

instability, reducing impacts to less than significant levels. The LA Unified SPEIR supports this approach through site-specific geotechnical studies, no further mitigation is required.

ii. Strong seismic ground shaking?

Less than Significant Impact. The Project site, as assessed in the Limited Geotechnical Report, is located near the Verdugo Fault, posing a risk of seismic ground shaking due to its position on the edge of the CGS Alquist-Priolo EFZ and the general area which is known to experience periodic earthquakes. The report did not indicate increased risk of strong ground shaking relative to the Project site. However, the risk persists throughout the area which is developed with residential and commercial structures. Risk of significant ground shaking is addressed through the application of SC-GEO-1 and DSA seismic standards (CBC Chapter 16) ensuring safe foundation and grading designs. Given the project's limited scope to field upgrades, the potential impact from ground shaking is confined to these surface-level improvements. With SC-GEO-1 mandating geotechnical oversight and DSA standards requiring reinforced lighting poles and bleacher foundations, any shaking-related risks are mitigated, aligning with the SPEIR. The impact is considered less than significant with these measures, and no additional mitigation is required

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a phenomenon in which saturated cohesionless soils undergo a temporary loss of strength during severe ground shaking and acquire a degree of mobility sufficient to permit ground deformation. In extreme cases, the soil particles can become suspended in groundwater, resulting in the soil deposit becoming mobile and fluid-like. Liquefaction is generally considered to occur primarily in loose to medium dense deposits of saturated sandy soils. Thus, three conditions are required for liquefaction to occur: 1) a sandy soil of loose to medium density; 2) saturated conditions; and 3) rapid, large strain, cyclic loading, normally provided by earthquake motions.

The Project site is not in a seismic hazard zone for soil liquefaction or in a zone of required investigation for liquefaction.[29] Groundwater was not encountered in subsurface explorations to 25 feet below existing grade during the geotechnical investigation for the proposed Project; however, historical high groundwater levels provided by the CGS indicate a shallowest groundwater table of approximately 30 feet below existing grades. Thus, due to the lack of shallow groundwater and density of the subsurface soils, the Project site is excluded from a significant liquefaction hazard.

The Limited Geotech Report indicates no increased risk of seismic-related ground failure, including liquefaction, given the flat alluvial terrain. The seismic design criteria and recommendations confirm the site's stability for construction with SC-GEO-1 and DSA seismic standards (CBC Chapter 16) ensuring proper grading and foundation design for the field upgrades, lighting, and bleachers. The Project's limited scope—demolition of football goal posts and handball courts, modernization of the multipurpose athletic field, installation of nighttime LED lighting, and parking lot restriping—minimizes exposure to ground failure risks, as these are surface-level improvements on stable soils. With SC-GEO-1 requiring geotechnical monitoring and

[29] GEOCON West Inc. 2024. Limited Geotechnical Investigation. Proposed Multipurpose Field Upgrades. Valley Oaks Center for Enriched Studies.

DSA standards addressing potential settlement, any seismic-related ground failure or liquefaction impact is mitigated, consistent with the SPEIR.

The proposed Project would not expose people to adverse effects from liquefaction. Therefore, there would be less than significant impact and no mitigation or further analysis is required.

iv. Landslides?

No Impact. A landslide is a type of erosion in which a mass of earth and/or rock move down slope as a single unit. Susceptibility of slopes to landslides and other forms of slope failure depend on several factors, which are usually present in combination and include steep slopes, condition of rock and soil materials, the presence of water, formational contacts, geologic shear zones, and seismic activity.

The Campus is situated within a broad alluvial plain. The campus and surrounding lots are relatively level. There are no significant slopes that can present a landslide hazard at or near the site, nor is the school in the path of any known or potential landslides or seismic slope instability.[30] The proposed Project would not expose people to adverse effects from landslides. Therefore, there would be no impact and no mitigation or further analysis is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Potential short-term construction-related and long-term operational impacts associated with soils erosion and/or loss of topsoil are discussed below.

Construction

The native topsoil at the Campus was removed and/or compacted during its original development; therefore, the proposed multipurpose athletic field upgrades, including demolition of football goal posts and handball courts, modernization of the multipurpose athletic field with nighttime LED lighting, installation of five-tier portable bleachers, and restriping of an adjacent parking lot, would not result in the loss of topsoil. Erosion, a natural geologic process involving the loosening, wearing away, decomposition, or dissolution of earthen materials by precipitation, running water, waves, or wind, can accelerate when environmental equilibrium is disrupted, potentially undermining structures, blocking storm drains, or depositing silt in local waters, impacting aquatic ecosystems. Project-related construction activities on approximately 1.9 acres of the 20.7-acre VOCES campus, will involve excavation, grading, and trenching, exposing soil to potential erosion during heavy winds or rainstorms. The District will comply with the NPDES General Permit (Order No. 2012-0006-DWQ) by preparing and implementing a Stormwater Pollution Prevention Plan (SWPPP) with BMP) to minimize stormwater pollution, as required under SC-HWQ-2. Construction-phase soil erosion impacts are thus less than significant, and no mitigation or further analysis is required.

[30] GEOCON West Inc. 2024. Limited Geotechnical Investigation. Proposed Multipurpose Field Upgrades. Valley Oaks Center for Enriched Studies.

4. Environmental Checklist and Analysis

Operation

Following completion of the Project, ground surfaces will consist of maintained landscaping and hardscape (e.g., the upgraded athletic field and restriped parking lot), leaving no large areas of exposed soil prone to erosion. The project will incorporate SC-HWQ-1, aligning with the Low-Impact Development (LID) Standards Manual issued by the Los Angeles County Department of Public Works (LADPW) in February 2014, pursuant to the Municipal Stormwater Permit (Order No. R4-2012-0175) by the Los Angeles Regional Water Quality Control Board. LID principles such as minimizing imperviousness with natural turf, managing stormwater as a resource, and reducing erosion. With the District's compliance with these regulations, operational soil erosion impacts are less than significant, and no mitigation or further analysis is required.

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?

Less than Significant Impact. As previously described, hazards arising from liquefaction and landslides would be less than significant. Potential hazards related to lateral spreading, subsidence, seismically induce settlement, and collapsible soils are described below.

Lateral spreading. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The geotechnical investigation assessed the potential for liquefaction on the Project site and found that the Project site is not susceptible to soil liquefaction. Therefore, the proposed Project would not expose people or structures on the Project site to adverse effects associated with lateral spreading. Impacts would be less than significant, and no mitigation or further analysis is required.

Subsidence. The major cause of ground subsidence is withdrawal of groundwater. The proposed Project would not require the withdrawal of groundwater. Implementation of the proposed Project would not pose substantial hazards to people or structures due to ground subsidence. Therefore, impacts would be less than significant, and no mitigation or further analysis is required.

Seismically Induced Settlement. Seismically induced settlement occurs in dry sands, in contrast to liquefaction, which occurs in saturated sand or gravel, and is often caused by loose to medium-dense granular soils densified during ground shaking. A potential total dry seismic settlement (above the groundwater table) of one to 1.75 inches, with differential seismic settlement estimated to be between 0.5- and 1-inch across a span of 40 feet. Given that the historical high groundwater level at the Project site is approximately 30 feet below the ground surface, seismically induced settlement is a low possibility. However, since the project consists of field upgrades, with lighting on individual foundations, there is a less than significant risk for the development from settlement. Therefore, impacts would be less than significant, and no mitigation or further analysis is required.

Collapsible Soils. Collapsible soils are typically geologically young, unconsolidated sediments of low density that may compress under the weight of structures. The proposed lighting structures and modifications may be supported on conventional isolated foundations, provided the subsurface soils are prepared in accordance with the Geotechnical Report. As part of the DSA review process, LA Unified is required to show how the proposed Project complies with a final engineering-level Geotechnical Report, and plan review. Therefore, impacts would be less than significant, and no mitigation or further analysis is required.

The design and development of the proposed Project would incorporate all recommended measures outlined in the final engineering-level geotechnical report to ensure that safety is not compromised as required by existing regulations. Compliance with recommendations of the Geotechnical Report would minimize hazards from collapsible soils. Therefore, impacts would be less than significant, and no mitigation or further analysis is required

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. Expansive soils possess clay particles that react to moisture changes by shrinking when dry or swelling when wet. These soils have the potential to crack building foundations and, in some cases, structurally distress the buildings themselves. Soils available from on-site excavations, less debris or organic matter, would be suitable for re-use in compacted fills. As discussed previously, the District is required to show how the proposed Project complies with a final engineering-level Geotechnical Report, and DSA would ensure that the construction is implemented in compliance with this condition. The proposed Project would not expose people or structures to significant adverse effects associated with expansive soils. Therefore, impacts would be less than significant, and no mitigation or further analysis is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed Project does not involve the municipal sewer system, and no septic tanks or alternative wastewater disposal systems would be necessary.[31] Therefore, no impact would occur, and no mitigation or further study is required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. A paleontological resource is a natural resource characterized as faunal or floral fossilized remains but may also include specimens of non-fossil material dating to any period preceding human occupation.

Los Angeles is rich in paleontological sites. Fossils have been found mostly in sedimentary rock that has been uplifted, eroded, or otherwise exposed. However, the Campus has been highly disturbed and is covered by fill soils, discovery of paleontological resources during shallow excavation activities is unlikely. In the event of a discovery, implementation of SC-GEO-2, which requires a Paleontological Monitor to oversee specific ground-disturbing activities, would reduce the potential impacts of potentially uncovered paleontological resources. There are no recognized unique geologic features at VOCES. Therefore, with incorporation of SC-GEO-2, impacts to unique paleontological resources and unique geologic features would be less than significant and no mitigation or further analysis is required.

[31] LAUSD. Program EIR for the School Upgrade Program. Report. https://www.lausd.org/Page/2799

4. Environmental Checklist and Analysis

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

(GHG) Explanation:

Because individually no one project is large enough to single-handedly result in a significant increase in global concentrations of GHG compounds, Project-related climate change impacts are inherently cumulative. This GHG emissions impact analysis is based upon the GHG modeling provided in the Air Quality Technical Study that was prepared for the proposed Project.

LA Unified applies SCs to minimize the impacts of greenhouse gas emissions. Applicable SCs related to greenhouse gas emissions impacts associated with the proposed Project are provided below:

1) **LAUSD Standard Conditions of Approval**	
SC-GHG-1	During operation, LAUSD shall perform regular preventative maintenance on pumps, valves, piping, and tanks to minimize water loss.
SC-GHG-2	LAUSD shall utilize automatic sprinklers set to irrigate landscaping during the early morning hours to reduce water loss from evaporation.
SC-GHG-3	LAUSD shall reset automatic sprinkler timers to water less during cooler months and rainy season.
SC-GHG-4	LAUSD shall develop a water budget for landscape (both non-recreational and recreational) and ornamental water use to conform to the local water efficient landscape ordinance. If no local ordinance is applicable, then use the landscape and ornamental budget outlined by the California Department of Water Resources.
SC-GHG-5	LAUSD shall ensure that the designed time dependent valued energy shall be at least 10 percent, with a goal of 20 percent less than a standard design that is in minimum compliance with the California Title 24, Part 6 energy efficiency standards that are in force at the time the project is submitted to the Division of the State Architect.
SC-USS-1	Implementation of SC-USS-1 (see XX. UTILITIES AND SERVICE SYSTEMS)

The primary source of GHG is fossil fuel use. Regulated GHGs consist of carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF6), and nitrogen trifluoride (NF3)[32]. GHGs are commonly quantified in the equivalent mass of CO2, denoted CO2e, which takes into account the global warming potential of each individual GHG compound.

[32] California Health and Safety Code 38505.
https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=38505.&lawCode=HSC

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. Global climate change is not confined to a particular area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Project-related construction-phase GHG emissions are shown in Table 4. Implementation of the proposed Project would result in the redevelopment of 1.9 acres of the existing Campus. However, because student capacity would not increase, operation of the proposed Project would not result in an increase in trips, vehicle miles traveled, water demand, or solid waste generation. Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of the proposed Project. Overall, construction and operation of the proposed Project would not generate annual emissions that exceed the SCAQMD bright-line threshold of 3,000 metric tons of carbon dioxide equivalent (MT CO_2e) per year.[33] Additionally, SC-GHG-1 through -6 and SC-USS-1 would minimize operational GHG emissions through efficient irrigation, energy consumption, and waste generation. Therefore, the cumulative contribution of the proposed Project to GHG emissions would be less than significant and no mitigation or further analysis is required.

Table 4 Greenhouse Gas Emissions Significance

	GHG Emissions ($MTCO_2e$)	
Construction Year	2027	2028
Annual GHG Emissions	188	94
Total Construction Emissions	282	
Total Operation Emissions	0	
Amortized Annual Emissions over 30 years	9.4	
SCAQMD Significance Threshold	3,000	
Exceeds Threshold?	**No**	

Sources: Emissions calculated with CalEEMod (Version 2022.1.1.30).

Notes:

MT = metric tons; $MTCO_2e$ = metric ton of carbon dioxide equivalent.

1 Student capacity at buildout would not change from existing conditions. Therefore, mobile and solid waste emissions were not evaluated. The modeling also assumes that landscaping would be a new use and accounts for GHG emissions from outdoor water use.

2 Total construction emission is amortized over 30 years per SCAQMD methodology.

[33] SCAQMD. Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf.

4. Environmental Checklist and Analysis

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

Less than Significant Impact. Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and Connect SoCal. CARB's latest Climate Change Scoping Plan (2022)[34] outlines the State's strategies to reduce GHG emissions in accordance with the targets established under AB 32, SB 32, and AB 1279. The Scoping Plan is applicable to State agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Statewide strategies to reduce GHG emissions include the low carbon fuel standards, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the CAFE standards, and other early action measures as necessary to ensure the State is on target to achieve the GHG emissions reduction goals of AB 32, SB 32, and AB 1279. In addition, new developments are required to comply with the current Building Energy Efficiency Standards and CALGreen Code. The proposed Project would comply with these GHG emissions reduction measures since they are statewide strategies. The GHG emissions associated with the proposed Project would be reduced from compliance with statewide measures that have been adopted since AB 32, SB 32, and AB 1279 were adopted. Therefore, impacts would be less than significant, and no mitigation or further analysis is required.

[34] CARB. Scoping Plan for Achieving Carbon Neutrality. https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf, accessed August, 2025.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. 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?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

(HAZ) Explanation:

LA Unified applies SCs for minimizing impacts to hazards and hazardous materials. Applicable SCs related to hazards and hazardous materials impacts associated with the proposed Project are provided below:

LAUSD Standard Conditions of Approval	
SC-HAZ-4	The Construction Contractor shall comply with the following OEHS Site Assessment practices and requirements (as applicable): • District Specification Section 01 4524, Environmental Import / Export Materials Testing. • Removal Action Workplan or Remedial Activities Workplan. • South Coast Air Quality Management District Rule 1466. • Guidelines and Procedures to Address Polychlorinated Biphenyls (PCBs) in Building Materials – particularly applicable to buildings that were constructed or remodeled between 1959 and 1979. • Lead and asbestos abatement requirements identified by the Facilities Environmental Technical Unit (FETU) in the Phase I / Phase II, or abatement plan(s) (See Appendix C of this report for Phase 1 ESA).
SC-AQ-1	Implementation of SC-AQ-1 (refer to III. AIR QUALITY)

4. Environmental Checklist and Analysis

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Less than Significant Impact. Potential impacts associated with the transportation, use, and disposal of hazardous materials are discussed below.

The Project is located on an existing 20.7-acre school campus, which has been operational since 1960. The project involves upgrades to the existing athletic field, including grading, drainage improvements, and the demolition of existing football goal posts and handball courts, among other enhancements. No new hazardous materials are proposed for routine transport, use, or disposal as part of the project's design or operation. The campus currently supports athletic programs and has not been identified as a site with known hazardous material contamination based on its historical use as a school facility. The site, having been an active school playground and athletic area for decades, is unlikely to contain significant hazardous materials under current use conditions. The proposed upgrades do not introduce new industrial processes or hazardous substances beyond typical construction materials (e.g., concrete, asphalt, synthetic turf), which are managed under standard construction practices and regulated by applicable laws and mitigation SC-HAZ-4. Any minor hazardous materials (e.g., paints, sealants) used during construction will be handled, transported, and disposed of in compliance with CEQA Guidelines, Los Angeles Unified School District policies, and local regulations, including those enforced by the Regional Water Quality Control Board.

Potential impacts from historical contamination (e.g., from prior land uses before 1960) are considered less than significant absent evidence of such conditions. The Project's environmental review, guided by the SPEIR and site-specific analysis, will include standard mitigation measures (e.g., dust control, waste management) to address any unforeseen issues. Therefore, the project is not expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and this impact is deemed less than significant, and no mitigation or further analysis is required.

Construction

Any soil that is imported or exported must be chemically tested in accordance with specific written procedures as outlined in LAUSD Specifications, Section 01 4524, Environmental Import/Export Materials Testing.[35] This specification has the requirements for the sampling, testing, transporting, and certifying of imported fill materials or exported fill materials from school sites.

Hazardous materials that would be used during construction (e.g., petroleum-based products, paints, solvents, sealers, oils, grease, and cleaning fluids) would be properly transported, used, stored, and disposed per applicable SCs and regulatory requirements. The use of these materials would be short term in nature and would occur in accordance with standard construction practices.

The District would ensure that all construction related activities are completed in accordance with all applicable federal, State, and local regulations, and all applicable District specifications, and standards. Construction would

[35] LAUSD. 2011. LAUSD Asset Management, Guide Specifications: Division 01 General Requirements, Section 01 4524, Environmental Import/Export Materials Testing.

also comply with the applicable SCs, which include, but are not limited to, SC-USS-1, which requires that any construction waste be recycled to the maximum extent feasible.

The Construction Contractor would be required to comply with District standard specifications for proper packaging, transportation, and disposal of any discovered hazardous materials before building construction starts. Specifically, the Construction Contractor would be required to comply with worker training, health and safety, hazardous material containment, and offsite transport, and disposal of contaminated soil. The proposed Project would not subject people or the environment to substantial hazards related to hazardous materials on-site or potentially on-site. Therefore, impacts would be less than significant, and no mitigation or analysis is required.

Operation

Following the completion of the proposed Project, hazardous materials that might be handled, used, transported, or disposed of including standard cleaning products, pesticides, herbicides, paints, fuels, and lubricants used in association with standard Campus janitorial, maintenance, and landscaping. Small volumes of hazardous wastes such as waste paint, batteries, fluorescent lamps, mercury-containing equipment, or unused maintenance products would require management in accordance with standard District policies and practices. Most hazardous materials stored on school campuses present little risk of upset, since they are generally stored in small containers in designated areas.

The amounts and use of these materials would be limited and consistent with the historical uses of the Campus, and the transport, storage, use, and disposal of these materials would be subject to federal, State, and local health and safety requirements. All transport, handling, storage, use, and disposal of substances would comply with all federal, State, and local laws and regulations for the management and use of hazardous material. Therefore, the proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant, and no mitigation or further analysis is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. The use, handling, storage, and disposal of hazardous materials during and following the completion of construction activities would not pose a substantial hazard to the public or the environment from reasonably foreseeable accidental release. Compliance with the previously discussed regulations is already standard practice at the school, including training school staff to safely contain and clean up hazardous materials spills; maintenance of hazardous materials spill containment and cleanup supplies on-site; implementing school evacuation procedures as needed; and contacting the appropriate hazardous materials emergency response agency immediately pursuant to requirements of regulatory agencies. Therefore, impacts from reasonably foreseeable upset and accident conditions would be less than significant and no mitigation or further analysis is required.

4. Environmental Checklist and Analysis

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. The Project site is located within VOCES. There are no known contaminants on the Project site, which is currently used as a multi-purpose athletic facility. During construction, operation of construction equipment and heavy trucks would generate diesel emissions, which would result in the generation of air pollutants due to diesel-powered construction equipment, dust generated by construction activities, and off-gassing of VOCs from paints and asphalt. Construction emissions were estimated using CalEEMod with input based on the construction schedule and equipment mix. The results of this analysis indicated that maximum daily emissions during the construction phase would be less than the SCAQMD's significance threshold values (refer to Table 6). Therefore, schools near the Project site would not be exposed to hazardous emissions during construction and impacts would be less than significant.

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?

No Impact. California Government Code Section 65962.5 requires that lists of hazardous materials sites be compiled and made available to the public. These lists include:

- Hazardous waste facilities subject to corrective action.
- Hazardous waste discharges for which the State Water Resources Control Board (SWRCB) has issued certain types of orders.
- Public drinking water wells containing detectable levels of organic contaminants.
- Underground storage tanks with reported unauthorized releases.
- Solid waste disposal facilities from which hazardous waste has migrated.

The Project site is not included on the Hazardous Waste and Substances Sites List. Therefore, there would be impact, and no mitigation or further analysis is required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less than Significant Impact. The Project is 1.4 miles south of Whiteman Airport, a public use airport, however, it is not located within any airport land use plan. The Project includes field lights under 100 feet, designed to support evening athletic events. Per FAA regulations (14 CFR Part 77), structures under 79 feet AGL (based on the 100:1 slope at 1.5 miles) do not require FAA Form 7460-1 notification, avoiding safety hazards like flight path interference. Lights will comply with FAA Advisory Circular 70/7460-1L, using shielded designs to minimize glare and pilot confusion. Noise from the lights' operation is expected to be minimal, similar to existing athletic activities, and will not exceed local thresholds. Construction noise will be temporary, mitigated with standard conditions such as noise barriers and restricted hours (e.g., per OEHS guidelines). Impacts are anticipated to be less than significant, and no mitigation or further analysis is required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. Emergency response within the Project area is guided by Los Angeles County Operational Area Emergency Response Plan (ERP). The ERP identifies County agencies and other agencies that would be involved in emergency responses; threat summaries and assessments; and procedures for responding agencies that would be involved in coordinating and managing responses. The ERP is focused on emergencies beyond the scope of the daily functions of public safety agencies, such as emergencies requiring multi-agency and/or multi-jurisdictional responses.

Emergency preparedness and response planning would be coordinated through the District's Office of Emergency Services. VOCES currently has an emergency school evacuation plan in compliance with District's "Integrated Safe School Plan." The Integrated Safe School Plan uses the Incident Command System (ICS). ICS is designed to centralize and coordinate emergency response actions among police, fire, and other public agencies, including school districts. It provides an effective framework for managing emergencies ranging from minor incidents to major earthquakes, using a school site incident management team. The District's Integrated Safe School Plan is compliant with the National Incident Management System (NIMS) and the California Standardized Emergency Management System (SEMS).

Project site plans would be reviewed by the Los Angeles Fire Department for adequate fire access. The District would comply with SC-PS-1 which requires that the local fire and police jurisdictions review all construction and site plans prior to the State Fire Marshall's final approval and SC-PS-2 requires that LA Unified prepare an Emergency Preparedness Plan for the school with emergency preparedness and response procedures. The proposed Project construction and operation would not interfere with existing emergency response plans or emergency evacuation plans. Therefore, no impact would occur, and no mitigation or further analysis is required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project site is located in an urban area, which does not contain any wildlands in the immediate vicinity of the Campus. The Project site is generally flat without significant topography, and there are no steep slopes where high winds can exacerbate wildfire risks. Furthermore, CAL FIRE does not classify the Project site or any adjacent areas as being within a very high fire hazard safety zone (VHFHSZ).[36] Project development would not place people or structures at risk from wildfire. Therefore, no impact would occur, and no mitigation or further analysis is required.

[36] CAL FIRE. FHSZ Viewer. https://egis.fire.ca.gov/FHSZ/

4. Environmental Checklist and Analysis

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial on- or offsite erosion or siltation;	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) 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; or	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
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?	☐	☐	☐	☒

(HWQ) Explanation:

The SPEIR evaluated the potential for implementation of the SUP-related projects to have impacts associated with hydrology and water quality. Upon implementation of regulatory requirements and SCs, the impacts associated with hydrology and water quality would be less than significant. The analysis in this section is based in part on the Limited Geotechnical Investigation for Multi-Purpose Fields Upgrade Project at Valley Oaks Center for Enriched Studies, prepared by GEOCON West Inc., dated May 22, 2024. A complete copy of this report is included as Appendix B.

LA Unified applies SCs for minimizing impacts to hydrology and water quality. Applicable SCs related to hydrology and water quality impacts associated with the proposed Project are provided below:

LAUSD Standard Conditions of Approval	
SC-HWQ-1	LAUSD shall design and construct the project to meet or exceed the current and applicable stormwater guidelines. **Stormwater Technical Manual** This manual establishes design requirements and provides guidance for the cost-effective improvement of water quality in new and significantly redeveloped LA Unified School sites. These guidelines are intended to improve water quality and mitigate potential impacts to the Maximum Extent Practicable (MEP). These

LAUSD Standard Conditions of Approval	
	guidelines meet current post-construction Standard Urban Stormwater Mitigation Plan (SUSMP) and the mandated post-construction element of the NPDES program requirements.
SC-HWQ-2	LAUSD shall implement the applicable stormwater requirements during construction activities. **Compliance Checklist for Storm Water Requirements at Construction Sites** This checklist has requirements for compliance with the General Construction Activity Permit and is used by OEHS to evaluate permit compliance. Requirements listed include a SWPPP; BMPs for minimizing storm water pollution to be specified in a SWPPP; and monitoring storm water discharges to ensure that sedimentation of downstream waters remains within regulatory limits.
SC-HWQ-3	LAUSD shall implement the following programs and procedures, as applicable: • Environmental Training Curriculum – a qualified environmental Monitor shall provide a worker's environmental awareness program that is prepared by LAUSD for the project. • Hazardous Waste Management Program (Environmental Compliance/Hazardous Waste). • Medical Waste Management Program. • Environmental Compliance Inspections. • Safe School Inspection Program. • Integrated Pest Management Program. • Fats Oil and Grease Management Program. • Solid Waste Management Program. • Other related programs overseen by OEHS.
SC-HWQ-4	LAUSD shall analyze potential flood hazards for new projects. The analysis for new projects shall include evaluation of all possible flood hazards as determined by: (1) review of FEMA flood maps; (2) review of flood information provided by local City or County floodplain managers; (3) review of California Department of Water Resources dam safety information; and (4) local drainage analysis by a civil engineer. The flood hazard determination shall include consideration of tsunamis and debris flow. New projects should be located outside of these hazard areas, if practical. Where placing the project outside the floodplain is impractical, the school or project structure shall be protected from flooding by containment and control of flood flows (e.g., elevating lowest floors at least one foot above the expected 100-year flood level).
SC-HWQ-5	LAUSD shall evaluate tsunami hazards to determine if the project site is within a tsunami inundation zone as delineated by California Emergency Management Agency or National Oceanic and Atmospheric Administration. If the project site is within a tsunami hazard zone LAUSD shall prepare a Tsunami Awareness and Evacuation Plan in compliance with the LAUSD Emergency Operations Plan.
SC-HWQ-6	LAUSD shall consult with the Los Angeles County Department of Public Works, and/or local city officials, as appropriate, regarding the debris flow potential near the mouth of or in natural canyons and feasible mitigation measures shall be developed to reduce any potential risk. Potential debris flow hazards shall be reduced by one or more of the following: • Adequate building setbacks from natural slopes. • Construction of debris control facilities in upstream areas. • Monitoring and maintaining potential debris flow areas and basins. In addition, potential loss shall be minimized by establishing an evacuation plan, and elevated awareness and early warning of pending events.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant Impact. A significant impact would occur if the proposed Project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into

stormwater drainage systems. A significant impact would also occur if the proposed Project does not comply with all applicable regulations with regard to surface water quality as governed by the SWRCB.

New construction projects generally result in two types of potential water quality impacts: 1) short-term impacts from construction activities that discharge sediment and other pollutants during construction; and 2) long-term impacts from new impervious surfaces (e.g., buildings, roads, parking lots, and walkways) that prevent water from being infiltrating into the ground, thereby increasing the pollutants in stormwater runoff and increasing runoff volume and velocity. Impervious surfaces can increase the concentration of pollutants, such as oil, fertilizers, pesticides, trash, soil, and animal waste, in stormwater runoff, which can impact downstream stormwater drainage features and receiving waters.

The proposed Project would be constructed in an area that is already developed. Existing campus stormwater conveyance features consist of catch basins, stormwater drainage piping, and AC valley-ditches that receive stormwater runoff from the site and discharge it to the surrounding streets, with the majority flowing to Allegheny Street. A City of Los Angeles storm drain is located in Allegheny Street, near the intersection of Kewen Avenue.[37]

Construction

Construction projects that disturb one or more acres of land are required to enroll in the NPDES *Construction General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Order WQ No. 2022-0057-DWQ) (CGP) adopted by the SWRCB. Project applicants comply with the CGP by developing and implementing a SWPPP, conducting a construction pollutant source assessment, and specifying BMPs that would be incorporated into the SWPPP to minimize stormwater pollution. The CGP requires, among other minimum BMPs, installing and maintaining erosion and sediment controls, installing and maintaining effective perimeter control measures, stabilizing all construction site entrances and exits, controlling stormwater and non-stormwater discharges to minimize downstream channel and bank erosion, and controlling control peak flowrates and total volume of stormwater and authorized non-stormwater discharges to minimize channel and streambank erosion and scour in the immediate vicinity of discharge points. This is also required under SC-HWQ-2. The proposed project will disturb over an acre of land and will be enrolled in the CGP. Thus, the campus stormwater drainage features and the project perimeter would be secured during construction to prevent impacts to municipal stormwater facilities and downstream receiving waters (i.e., short-term). Any stormwater structures impacted by project grade changes will be modified so they continue to function as intended post-construction. Therefore, construction activities would not degrade or violate water quality standards and impacts would be less than significant and no mitigation or further analysis is required.

Operation

The project will result in a net decrease in impervious surface with the removal of asphalt/concrete and expansion of the football field. This would result in an increase in stormwater infiltration, a reduction in stormwater runoff volume, and reduction in potential stormwater pollutants from the site post-construction (i.e., long-term). SC-HWQ-1 will be considered for the site, which requires implementation of cost-effective

[37] Los Angeles County Public Works Department. Los Angeles County Storm Drain System. https://pw.lacounty.gov/fcd/StormDrain/index.cfm.

and low impact development like those provided in the LID Standards Manual issued by the County of LADPW in February 2014. The LID Standards Manual also complies with the Municipal Stormwater Permit of Los Angeles County, Order No. R4-2021-0105, issued by the Los Angeles Regional Water Quality Control Board. The District would comply with existing regulations and SC-HWQ-1. Therefore, operational phase stormwater runoff would not degrade or violate water quality standards and impacts would be less than significant, and no mitigation or further analysis is required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. VOCES is located within the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin. The City of LADWP supplies water to the Project site and the surrounding community. LADWP water supplies consist of about 12 percent local groundwater, most of which is from the San Fernando Valley Groundwater Basin; 86 percent imported water from Northern California via the State Water Project, from the eastern Sierra Nevada via the Los Angeles Aqueduct, and from the Colorado River via the Colorado River Aqueduct; and two percent recycled water. Groundwater was not encountered in subsurface explorations to 25 feet below existing grade during the geotechnical investigation of the site. Historical data provided by the CGS indicates historical high groundwater depth of approximately 30-50 feet below predominant site grades in the vicinity of the Project site. [38] The proposed Project would not lower the groundwater table or deplete groundwater supplies. Further, redevelopment of the 1.9-acre Project site would not interfere with groundwater recharge. Therefore, impacts would be less than significant, and no mitigation or further analysis is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the additional of impervious surfaces, in a manner which would:

i) Result in a substantial erosion or siltation on- or off-site

Less than Significant Impact. The drainage patterns of the Project site may temporarily be changed during construction (i.e., installing storm drain BMPs and controlling sheet flow from construction areas) but this would not cause erosion or siltation on- or off-site. Drainage patterns of the site and area will not be changed after construction; therefore, impacts are less than significant, and no mitigation or further analysis is required.

Construction

Construction-related activities that expose soils to rainfall/runoff and wind can result in temporary erosion and siltation. Construction activities associated with the proposed Project would expose soils through excavation, grading, and trenching. However, the proposed construction activities would comply with the Statewide Construction General Permit and implementation of BMPs specified in the SWPPP and SC-HWQ-2, which requires the completion of a Compliance Checklist for Storm Water Requirements at Construction Sites. These requirements include provisions for erosion and pollution control measures to protect water quality in

[38] GEOCON West Inc. 2024 Limited Geotechnical Investigation for Multi-Purpose Field Upgrades at VOCES

stormwater runoff and would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant, and no mitigation or further analysis is required.

Operation

Following the completion of the proposed Project, drainage from the Project site would continue to be captured on-site. The entire Project site would discharge less stormwater because of LID requirements. The County of Los Angeles has prepared the 2014 LID Standards Manual to comply with the requirements of the NPDES Municipal Separate Storm Sewer System (MS4) Permit for stormwater and non-stormwater discharges from the MS4 within the coastal watersheds of Los Angeles County (CAS004004, Order No. R4-2021-0105). LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treats stormwater as a resource rather than a waste product. There are many practices that have been used to adhere to these principles, such as bioretention facilities, rain gardens, vegetated rooftops, rain barrels, and permeable pavements. By implementing LID principles and practices, water can be managed in a way that reduces the impact of built areas and would not result in substantial erosion or siltation on- or off-site. Therefore, impacts would be less than significant, and no mitigation or further analysis is required.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site

Less than Significant Impact. The Project site will have a net reduction in impervious surface with the installation of the football field and demolition of the AC in that area. Therefore, the rate or amount of surface runoff will be lower than it is currently and impacts would be less than significant, and no mitigation or further analysis is required.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff

Less than Significant Impact. Redevelopment of the Project site would not result in runoff exceeding the capacity of the municipal storm drain system. As previously described, the proposed on-site drainage system would result in a net decrease in runoff to municipal storm drains, pursuant to LID standards and the State MWELO for landscaped areas. Runoff would not exceed the existing capacity of the stormwater drainage systems and impacts would be less than significant, and no mitigation or further analysis is required.

iv) Impede or redirect flood flows?

Less than Significant Impact. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), Panel No. 06037C1643F, the Project site is located in Zone X (unshaded) and is outside of 100-year and 500-year flood zones mapped by the Federal Emergency Management Agency.[39] However, as stated above, the proposed Project would incorporate SC-HWQ-1, which requires implementation of cost-effective and low impact development like those provided in the LID Standards Manual issued by the County. The proposed on-site drainage system would result in a net decrease in runoff to municipal storm

[39] FEMA. FEMA's National Flood Hazard Layer (NFHL) Viewer. https://msc.fema.gov/portal/search?AddressQuery=750%20E%2049th%20St%2C%20Los%20Angeles%2C%20CA%2090011

drains, pursuant to LID standards and the State MWELO for landscaped areas. Therefore, the proposed Project would not impede or redirect flood flows, and impacts would be less than significant, and no mitigation or further analysis is required.

d) In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?

No Impact. As previously described, the Campus is located outside of 100-year and 500-year flood zones mapped by FEMA.[40] A seiche is an oscillating surface wave in a restricted or enclosed body of water, generated by ground motion, usually during an earthquake. Seiches are of concern for water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no adjacent body of water that would pose a flood hazard to the site due to a seiche. The Campus is not at risk of inundation by seiche.

Tsunamis are a type of earthquake-induced flooding produced by large-scale sudden disturbances of the sea floor. Tsunami waves interact with the shallow sea floor when approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas. The Project site is at an elevation of approximately 202 feet to 221 feet above sea level[41] and is approximately 18 miles inland from the Pacific Ocean.

The Campus is located outside the tsunami hazard zone and would not be affected by a tsunami. The proposed Project would not release pollutants as the result of floods, tsunami, or seiche. Therefore, no impact would occur, and no mitigation or further analysis is required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable ground water management plan?

No Impact. Construction of the proposed Project would be subject to the Statewide Construction General Permit and implementation of BMPs specified in the SWPPP and SC-HWQ-2 (Compliance Checklist for Storm Water Requirements at Construction Sites) that also requires control measures. After completion of the proposed Project, ground surfaces would be either hardscape or maintained landscaping. The proposed Project would incorporate SC-HWQ-1, which requires compliance with the LID Standards Manual issued by the LADPW in February 2014. The LID Standards Manual is compliant with the Municipal Stormwater Permit for coastal watersheds of Los Angeles County, Order No. R4-2021-0105, issued by the Los Angeles Regional Water Quality Control Board. The proposed Project would comply with existing regulations and SC-HWQ-1 and SC-HWQ-2. The proposed Project would not obstruct implementation of a water quality control plan. Additionally, the proposed Project would not affect groundwater and would not obstruct implementation of a sustainable ground water management plan. Therefore, no impact would occur, and no mitigation or further analysis is required.

[40] FEMA. FEMA's NFHL Viewer. https://msc.fema.gov/portal/search?AddressQuery=750%20E%2049th%20St%2C%20Los%20Angeles%2C%20CA%2090011

[41] Group Delta Inc. 2022. Preliminary Geotechnical Report Major Modernization Project Report. Valley Oaks Center for Enriched Studies.

4. Environmental Checklist and Analysis

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

(LU) Explanation:

The Project site is zoned PF-1XL-CUGU (Public Facility, Height District 1VL, Clean Up Green Up District) and designated PF (Public Facilities) in the Sun Valley - La Tuna Canyon Community Plan. On February 19, 2019, the BOE Adopted a Resolution to exempt all LA Unified school sites from local land use regulations under Government Code Section 53094. LA Unified school sites are exempt from all local ordinances, such as those pertaining to building height, parking, preservation and replacement of trees, construction permits (except those in the public right of way), recordation of parcel maps, signage, site plan review, and inspection (Bd. Of Ed Rprt No. 256-18/19). The Project will not introduce new land uses, alter the campus's public facility designation, or disrupt the surrounding urban mix of residential, commercial, and light industrial uses (Section 2.2, Surrounding Land Uses), nor will it divide the established Sun Valley community. Therefore, implementation of the Project will have no impacts related to land use and planning, consistent with the SPEIR, and no mitigation or further analysis is required.

a) Physically divide an established community?

No Impact. The Project site and surrounding land is fully developed with urban land uses, including residential, recreational, religious, and institutional uses. The implementation of the proposed Project would occur entirely within the existing Campus boundaries and would not divide an established community. Therefore, no impact would occur and no further analysis is required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact ~~**Less than Significant Impact.**~~ The Campus and surrounding developments are within the Sun Valley - La Tuna Canyon Community Plan, which is one of the 35 community plans that comprises the Land Use Element of the General Plan of the City of Los Angeles. The Project site is zoned PF-1XL-CUGU (Public Facility, Height District 1VL, Clean Up Green Up District) and designated PF (Public Facilities) in the Sun Valley - La Tuna Canyon Community Plan. The PF-1 zone permits the use and development of publicly owned land, including public schools and the Public Facilities designation encourages the development of educational facilities. Schools are not subject to the requirements of the CUGU District. The City of Los Angeles General Plan Land Use designation for the school property is 'Public Facilities', which allows public schools. New construction on the Project site would not represent a change in land use and would not conflict with existing plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects. On February 19, 2019, the BOE Adopted a Resolution to exempt all LA Unified school sites from local land use regulations under Government Code Section 53094. LA Unified school sites are exempt from all local

ordinances, such as those pertaining to building height, parking, preservation and replacement of trees, construction permits (except those in the public right of way), recordation of parcel maps, signage, site plan review, and inspection (Bd. Of Ed Rprt No. 256-18/19). Therefore, no impact would occur and no further analysis is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

(MR) Explanation:

The SPEIR evaluated the potential for implementation of SUP-related projects to impact mineral resources. The State geologist-classified Mineral Resource Zone-2 (MRZ-2) sites are located in two regions within District boundary : one in central Los Angeles, and the other in the east-central San Fernando Valley.[42] According to the SPEIR, projects implemented under the SUP are anticipated to have no impact on mineral resources in the LAUSD region. The analysis provided below concludes that implementation of the proposed Project would have no impact on mineral resources in the Project area.

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. The Project site is mapped as Mineral Resource Zone 2 (MRZ-2) for Portland cement concrete aggregate resources, by the California Department of Conservation, indicating an area where geologic information indicates the presence of significant resource.[43] There are three active mines located within Sun Valley, but none are on or near the campus (within a mile), which has been an educational facility since 1960. The site's historical use as Richard E. Byrd Middle School, Sun Valley High School, and VOCES Magnet, along with its current designation as a school, renders it unavailable for mining. The nearest known mineral resource activities, related to oil wells or fields, are not relevant to the Project site based on available data. Development of the proposed upgrades (e.g., synthetic turf field, track, and lighting) will not impact any known valuable mineral resources. Therefore, no impact would occur, and no mitigation or further analysis is required.[44] [45] Development of the proposed Project would not cause a loss of availability of a known mineral resource valuable to the region and the state. Therefore, no impact would occur, and no mitigation or further analysis is required.

[42] According to SMARA, MRZ-1 are areas of no significant mineral resource deposits, MRZ-2 are areas that contain identified mineral resources, MRZ-3 are areas of undetermined mineral resource significance, and MRZ-4 are areas of unknown resource potential.
[43] California Department of Conservation. CGS Information Warehouse: Mineral Land Classification. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc.
[44] California Department of Conservation. CGS Information Warehouse: Mineral Land Classification. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc.
[45] California Department of Conservation. Well Finder. https://maps.conservation.ca.gov/doggr/wellfinder/.

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?

No Impact. As previously described, the Project site is mapped in a mineral resource area for Portland cement concrete aggregate. However, it is not in a surface mining district, an oil drilling district, or in a State-designated oil field. No zoning, general plan, specific plan, or any other land use plan delineates the Project site as a site containing mineral resources. The site has been an educational facility since 1960. The site's historical use as Richard E. Byrd Middle School, Sun Valley High School, and VOCES Magnet, along with its current designation as a school, renders it unavailable for mining. As such, it is not currently used for mineral resource extraction, and there are no plans to use the Project site for mineral resource extraction in the future. Development of the proposed Project would not cause a loss of availability of a mining site. Therefore, no impact would occur, and no mitigation or further analysis is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

(NOI) Explanation:

The SPEIR evaluated the potential for implementation of the SUP-related site-specific projects to result in adverse noise impacts to students and faculty at the upgraded school sites and to surrounding areas. LA Unified applies SCs to minimize noise impacts. Applicable SCs related to noise impacts associated with the proposed Project are provided below.

LAUSD Standard Conditions of Approval	
SC-N-1	LAUSD shall design new buildings and other noise-generating sources to include features such as sound walls, building configuration, and other design features that attenuate exterior noise levels on a school campus to less than 67 A-weighted decibels (dBA) equivalent continuous sound level (L_{eq}).[46]
SC-N-2	LAUSD shall analyze the acoustical environment of the site (such as traffic) and the characteristics of planned building components (such as HVAC), and designs shall achieve interior classroom noise levels of less than 45 dBA L_{eq} with a target of 40 dBA L_{eq} (unoccupied), and a reverberation time of 0.6 seconds. Noise reduction methods shall include, but are not limited to, sound walls, building and/or classroom insulation, HVAC modifications, double-paned windows, and other design features. • New construction should achieve classroom acoustical quality consistent with the current School Design Guide and CHPS standard of 45 dBA L_{eq}. • New HVAC installations should be designed to achieve the lowest possible noise level consistent with the current School Design Guide. HVAC systems shall be designed so that

[46] L10 value represents the noise level that is exceeded 10 percent of the time or 6 minutes in an hour.

LAUSD Standard Conditions of Approval	
	noise from the system does not cause the ambient noise in a classroom to exceed the current School Design Guide and CHPS standard of 45 dBA L_{eq}. • Modernization of existing facilities and/or HVAC replacement projects should improve the sound performance of the HVAC system over the existing system. • The District's purchase of new units should give preference to HVAC manufacturers that sell the lowest noise level units at the lowest cost. • Existing HVAC units operating in excess of 45 dBA L_{eq} inside classrooms should be modified.
SC-N-3	LAUSD shall incorporate long-term permanent noise attenuation measures between new playgrounds, stadiums, and other noise-generating facilities and adjacent noise-sensitive land uses, to reduce noise levels to meet jurisdictional standards or an increase of 3 dB or less over ambient. Operational noise attenuation measures include, but are not limited to: • Buffer zones; • Berms; • Sound barriers; • Buildings; • Masonry walls; • Enclosed bleacher foot wells; and/or • Other site-specific project design features
SC-N-4	LAUSD or its Construction Contractor shall consult and coordinate with the school principal or site administrator, and other nearby noise sensitive land uses prior to construction to schedule high noise or vibration producing activities to minimize disruption. Coordination between the school, nearby land uses and the Construction Contractor shall continue on an as-needed basis throughout the construction phase of the project to reduce school and other noise sensitive land use disruptions.
SC-N-5	LAUSD shall require the Construction Contractor to minimize blasting for all demolition and construction activities, where feasible.
SC-N-6	For projects where pile driving activities are required within 150 feet of a structure, a detailed vibration assessment shall be provided by an acoustical engineer to analyze potential impacts related to vibration to nearby structures and to determine feasible mitigation measures to eliminate potential risk of architectural damage.
SC-N-7	LAUSD shall meet with the Construction Contractor to discuss alternative methods of demolition and construction for activities within 25 feet of a historic building to reduce vibration impacts. During the preconstruction meeting, the Construction Contractor shall identify demolition methods not involving vibration-intensive construction equipment or activities. For example: sawing into sections that can be loaded onto trucks results in lower vibration levels than demolition by hydraulic hammers. • Prior to construction activities, the Construction Contractor shall inspect and report on the current foundation and structural condition of the historic building.

LAUSD Standard Conditions of Approval	
	• The Construction Contractor shall implement alternative methods identified in the preconstruction meeting during demolition, excavation, and construction, such as mechanical methods using hydraulic crushers or deconstruction techniques. • The Construction Contractor shall avoid use of vibratory rollers and packers adjacent to the building. • During demolition, the Construction Contractor shall not phase any ground-impacting operations near the building to occur at the same time as any ground impacting operation associated with demolition and construction. During demolition and construction, if any vibration levels cause cosmetic or structural damage to the building or structure, a "stop-work" order shall be issued to the Construction Contractor immediately to prevent further damage. Work shall not restart until the building is stabilized and/or preventive measures to relieve further damage to the building are implemented.
SC-N-8	Projects within 500 feet of a non-LAUSD sensitive receptor, such as a residence, shall be reviewed by OEHS to determine what, if any, feasible project specific noise reduction measures are needed. The Construction Contractor shall implement project specific noise reduction measures identified by OEHS. Noise reduction measures may include, but are not limited to, the following: <u>Source Controls</u> • Time Constraints – prohibiting work during sensitive nighttime hours. • Scheduling – performing noisy work during less sensitive time periods (on operating campus: delay the loudest noise generation until class instruction at the nearest classrooms has ended; residential: only between 7:00 AM and 7:00 PM). • Equipment Restrictions – restricting the type of equipment used. • Substitute Methods – using quieter methods and/or equipment. • Exhaust Mufflers – ensuring equipment has quality mufflers installed. • Lubrication & Maintenance – well maintained equipment is quieter. • Reduced Power Operation – use only necessary size and power. • Limit Equipment On-Site – only have necessary equipment on-site. • Noise Compliance Monitoring – technician on site to ensure compliance. • Quieter Backup Alarms – manually-adjustable or ambient sensitive types. <u>Path Controls</u> • Noise Barriers – semi-permanent or portable wooden or concrete barriers. • Noise Curtains – flexible intervening curtain systems hung from supports. • Enclosures – encasing localized and stationary noise sources. • Increased Distance – perform noisy activities farther away from receptors, including operation of portable equipment, storage and maintenance of equipment. <u>Receptor Controls</u> • Window Treatments – reinforcing the building's noise reduction ability.

LAUSD Standard Conditions of Approval	
	• Community Participation – open dialog to involve affected residents. • Noise Complaint Process – ability to log and respond to noise complaints. Advance notice of the start of construction shall be delivered to all noise sensitive receptors adjacent to the project area. The notice shall state specifically where and when construction activities will occur, and provide contact information for filing noise complaints with the Construction Contractor and the District. In the event of noise complaints noise shall be monitored from the construction activity to ensure that construction noise is not obtrusive.
SC-N-9	Construction Contractor shall ensure that LAUSD interior classroom noise and exterior noise standards are met to the maximum extent feasible, or that construction noise is not disruptive to the school environment, through implementation of noise control measures, as necessary.[47] Noise control measures may include, but are not limited to: <u>Path Controls</u> • Noise Attenuation Barriers[48] – Temporary noise attenuation barriers installed blocking the line of sight between the noise source and the receiver. Intervening barriers already present, such as berms or buildings, may provide sufficient noise attenuation, eliminating the need for installing noise attenuation barriers. <u>Source Controls</u> • Scheduling – performing noisy work during less sensitive time periods (on operating campus: delay the loudest noise generation until class instruction at the nearest classrooms has ended; residential areas: only between 7:00 AM and 7:00 PM). • Substitute Methods – using quieter methods and/or equipment. • Exhaust Mufflers – ensuring equipment has quality mufflers installed. • Lubrication & Maintenance – well maintained equipment is quieter. • Reduced Power Operation – use only necessary size and power. • Limit Equipment On-Site – only have necessary equipment on-site. • Quieter Backup Alarms – manually-adjustable or ambient sensitive types. If OEHS determines that the above noise reduction measures will not reduce construction noise to below the levels permitted by LAUSD's noise standards LAUSD shall mandate that construction bid contracts include the following receptor controls: <u>Receptor Controls</u> • Temporary Window Treatments – temporarily reinforcing the building's noise reduction ability. • Temporary Relocation – in extreme otherwise unmitigable cases, students shall be moved to temporary classrooms / facilities away from the construction activity.

[47] The need for noise control measures depends on the type and quantity of equipment being used, the work being performed, and the proximity of the construction activity to active exterior use areas (e.g., playgrounds, athletic fields, etc.) or classrooms. For example, the need for noise control measures may be required if a major construction project (e.g. demolition of a building and/or construction of a new building) takes place on an active LAUSD campus.

[48] While the height and Sound Transmission Class (STC) rating of the Noise Attenuation Barrier needed will depend on the project specific conditions, an example of the specifications for a Noise Attenuation Barrier would be: Noise Attenuation Barriers shall be a minimum height of 12 feet and have a minimum Sound Transmission Class rating of 25 (STC-25).

4. Environmental Checklist and Analysis

Noise is defined as unwanted sound and is known to have potential adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, State of California, City of Los Angeles, and LA Unified have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction.

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

Less than Significant Impact. Noise is unwanted or harmful sound; sound that is too loud is distracting, or worse, injurious. For school projects, the State of California, City of Los Angeles, and the District have established noise standards to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction.

State Noise Regulations

The CALGreen Code has requirements for insulation that affect exterior-interior noise transmission for non-residential structures.[49] Pursuant to CALGreen Code Section 5.507.4.1, Exterior Noise Transmission,[50] wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall meet a composite sound transmission class (STC) rating of at least 50 or a composite outdoor-indoor transmission class (OITC) rating of no less than 40 with exterior windows of a minimum STC of 40 or OITC of 30 within a 65 dBA Community Noise Equivalent Level (CNEL) or day-night average sound level (L_{dn}) noise contour of an airport, freeway or expressway, railroad, industrial source or fixed-guideway source. Where noise contours are not readily available, buildings exposed to a noise level of 65 dBA L_{eq} during any hour of operation shall have building, addition or alteration exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum of STC 40 (or OITC 30).

City of Los Angeles Noise Regulations

The City of Los Angeles regulates noise through the City Municipal Code, Chapter 11 (Noise Regulation). This chapter limits construction to the hours of 7:00 AM and 10:00 PM (Sec. 112.04(a))[51] and limits received construction noise in any residential zone of the city or within 500 feet thereof to 75 dBA between the hours of 7:00 AM and 10:00 PM (Sec. 112.05(a)).[52]

[49] Multi-family residential buildings greater than three stories are considered under the non-residential standards in Title 24.
[50] California Green Building Standards Code. Chapter 5 Nonresidential Mandatory Measures. Division 5.1 PLANNING AND DESIGN. Section 5.507 Environmental Comfort. 5.507.4.1 Exterior noise transmission, prescriptive method. https://up.codes/viewer/california/ca-green-code-2016/chapter/5/nonresidential-mandatory-measures#5.
[51] City of Los Angles Municipal Code, Chapter 11, Section 112.04. https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-193915
[52] City of Los Angles Municipal Code, Chapter 11, Section 112.05. https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-193925

Section 41.40 of the City Municipal Code also limits construction to the hours of 7:00 AM and 9:00 PM (Sec 41.40(a))[53] and when construction is within 500 feet of residential land, it is limited to the hours of 8:00 AM and 6:00 PM on any Saturday or national holiday and is not permitted on Sunday (Sec 41.40(c)).

Existing Conditions

Ambient noise measurements were taken on June 10, 2025, at the Project site in order to quantify the ambient noise environment. Measurements were taken while school was in session at two locations for a duration of 30 minutes each using a Larson Davis 831C sound level meter. The sound level meter was positioned on a tripod at a heigh of approximately 5 feet. The sound level meter was field calibrated prior to and after each measurement.

The first monitoring location (ML-1) was positioned on the sidewalk of Sheldon Street adjacent to the school gymnasium. This measurement started at approximately 11:30 AM and resulted in a level of 77 dBA L_{eq}. Dominant sound sources during this measurement included steady traffic from Sheldon Street, school bells and activities, and pedestrian traffic.

The second monitoring location (ML-2) was positioned on the sidewalk of Allegheny Street adjacent to the school parking lot. This measurement started at approximately 12:30 PM and resulted in a level of 58 dBA L_{eq}. Dominant sound sources during this measurement included traffic going in and out of the parking lot, an access gate opening and closing, pedestrian traffic, school bells and activities, and a rooster.

Construction Noise

Noise generated during construction is based on the type of equipment used, the location of the equipment relative to sensitive receptors, amount of equipment operating at the same time, and the timing and duration of the noise-generating activities. Sensitivity to noise is based on the location of the equipment relative to sensitive receptors, time of day, and the duration of the noise-generating activities. Two types of short-term noise could occur during construction: 1) mobile-source noise from the transport of workers, material deliveries, and debris/soil hauling; and 2) on-site noise from use of construction equipment. Construction is anticipated to start in April 2027 and last until June 2028.

Construction Vehicles

The transport of workers and equipment to the construction site would incrementally increase noise levels along access roadways. The highest construction worker and vendor traffic would have a maximum of about 50 worker and vendor trips per day during peak periods. Throughout construction, the size of the work crew at the school each day would vary depending on the construction phase and construction activities.

The number of construction-related trips would not significantly increase traffic noise when compared to the level of noise currently generated on the roadways. The additional 20 to 50 worker and vendor construction-related trips would be negligible.

[53] City of Los Angles Municipal Code, Section 41.40. https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-128777

SC-T-4 requires that construction trips avoid peak hour traffic periods; therefore, trips would be spread out throughout the day. While individual construction vehicle pass-bys may create momentary noise levels of up to approximately 85 dBA (L_{max}) at 50 feet from the vehicle, these occurrences would be infrequent and primarily during daytime nonpeak traffic periods. Therefore, noise impacts from construction-related traffic would be less than significant and no mitigation or further analysis is required.

Construction Equipment

Each stage of construction involves the use of different kinds of construction equipment and therefore has its own distinct noise characteristics. Table 5 lists maximum construction equipment noise levels at 50 feet.

Table 5 Construction Equipment Noise Levels

Phase	Equipment	Quantity	Noise Level (dBA, L_{max}) at 50 ft
Demolition, Site Preparation, Field Upgrades, and Parking Lot Restriping	Concrete/Industrial Saws	1	90
	Rubber Tired Dozers	1	85
	Tractors/Loaders/Backhoes	2	85
	Graders	1	85
	Forklifts	1	80
	Generator Sets	1	82
	Cement and Mortar Mixers	1	85
	Pavers	1	85
	Rollers	1	85
	Water Trucks	2	85
	Haul Trucks/Pickups	4	55
	Cranes	1	85
	Pavement Marking Equipment	1	85
	Boom Lift	1	85

Source: Federal Highway Administration (FHWA), 2006. Construction Noise Handbook. August.

Construction equipment typically moves around the site and has variable power levels. Noise from construction equipment decreases by approximately six dBA with each doubling of distance from the source. For example, the noise levels from a bulldozer that generates 85 dBA at 50 feet would attenuate to 79 dBA at 100 feet, 73 dBA at 200 feet, 67 dBA at 400 feet, and 61 dBA at 800 feet. Also, noise levels are reduced by the amount of use as well as barrier effects provided by buildings.

On-Campus Receptors

LA Unified's interior noise threshold is 45 dBA and depending on the classroom activity, interior levels above this threshold may be disruptive to the learning environment. However, low-intensity construction phases

would generate lower noise levels and would be less likely to result in disruptions due to excessive interior noise environments.

Multiple on-campus buildings are located approximately 50 feet from and have a direct sight line to the Project site and may experience exterior noise levels as high as 97 dBA L_{max} during construction activities. With a typical 25 dB exterior-to-interior noise reduction, interior noise levels in these buildings may be as high as 72 dBA L_{max}.

Implementation of SC-N-4, SC-N-7 and SC-N-9 requires construction equipment that is properly tuned and maintained to ensure excessive noise is not generated; coordination between the Construction Contractor and school administrators prior to and throughout construction to schedule high noise producing activities at times that minimize disruption to classes; and where feasible, alternative methods of demolition and construction for activities within 25 feet of a historic building (or non-historic buildings more than 45 year old) to reduce noise and vibration impacts. Additionally, compliance with SC-N-8 requires source controls (time constraints, equipment location and type restrictions, etc.), path controls (noise barriers capable of attenuating construction noise by 15 dBA), and/or receptor controls (notification and noise complaint process) to reduce noise impacts. The specific method under SC-N-8 would depend on the type of construction noise, duration, and classroom disruption. As with other construction projects occurring at schools throughout the District, if construction occurs while classes are in session, SC-N-4 and SC-N-7 would be implemented to avoid noise disruptions. Additionally, SC-N-8 would be implemented to control the timing for the operation of noise-generating equipment and would make every effort to move students away from noisy construction areas. Finally, if the construction noise disruption cannot be avoided the contractor would install noise barriers, as appropriate, to limit construction noise levels. Construction would not generate a substantial noise increase in excess of established standards with implementation of the outlined SCs. Impacts would be less than significant.

Off-Site Receptors

The nearest off-site sensitive receptors to the north are the single-family and multi-family residences across Telfair Avenue and approximately 500 feet from the center of the nearest construction area. The nearest off-site sensitive receptors to the south are the single-family residences across Haddon Avenue and approximately 150 feet from the center of the nearest construction area. The nearest off-site sensitive receptors to the east are the single-family residences across Allegheny Street and approximately 150 feet from the center of the nearest construction area. The nearest off-site sensitive receptors to the west are the single-family residences across Sheldon Street and approximately 150 feet from the center of the nearest construction area. The maximum construction noise levels are summarized in Table 6.

According to Section 41.40 of the City Municipal Code, construction is limited to the hours of 7:00 AM and 9:00 PM (Sec 41.40(a)) and when construction is within 500 feet of residential land, it is limited to the hours of 8:00 AM and 6:00 PM on any Saturday or national holiday and is not permitted on Sunday (Sec 41.40(c)). The District would require that the Construction Contractor comply with County regulations for construction hours.

Table 6 Project-Related Construction Noise Levels

Construction Phase	Residences 500 feet to the North[a] (L_{max} dBA)	Residences 150 feet to the South[a] (L_{max} dBA)	Residences 150 feet to the East[a] (L_{max} dBA)	Residences 150 feet to the West[a] (L_{max} dBA)
Demolition, Site Preparation, Field Upgrades, and Parking Lot Restriping	77	88	88	88

Note:

[a] Noise levels are L_{max} dBA, as measured from the center of the nearest construction area to the nearest residential property line.

As shown in Table 8, the construction noise levels would average between 77 and 88 dBA L_{max} at the nearest sensitive receptors. Implementation of SC-N-8 requires all feasible measures to reduce construction noise through source controls (e.g., scheduling, equipment restrictions, mufflers, reduced power, noise compliance monitoring), path controls (e.g., temporary noise barriers, noise curtains, enclosures), and receptor controls (e.g., community participation, noise complaint response and communications). With implementation of SC-N-8 construction noise levels could be reduced by up to 15 dBA. SC-N-8 would reduce construction noise levels to approximately 62-73 dBA L_{max}, which would not exceed the City of Los Angeles 75 dBA L_{max} daytime standard for a residential use. With the implementation of SCs by the Construction Contractor, construction would not generate a substantial noise increase in excess of established standards. Impacts would be less than significant.

Mobile Source Noise

To determine if a project would cause a substantial noise to increase from project-related traffic, consideration must be given to the magnitude of the increase and the affected receptors. In general, for community noise, a noise level increase of three dBA (which equals a doubling of the noise source energy) is considered barely perceptible, while an increase of five dBA is considered clearly noticeable. An increase of three dBA is often used as a threshold for a substantial increase.

The proposed Project would not result in an increase in student capacity and therefore would not increase traffic volumes and corresponding noise levels. Therefore, long-term noise impacts along local roadways would be less than significant and no mitigation or further analysis is required.

Stationary Source Noise

No new stationary noise sources are proposed for the proposed Project. Noise associated with the field upgrades would be addressed by SC-N-3, which incorporates long-term permanent noise attenuation measures between new playgrounds, stadiums, and other noise-generating facilities and adjacent noise-sensitive land uses, to reduce noise levels to meet jurisdictional standards or an increase of three dB or less over ambient. Therefore, impacts would be less than significant, and no mitigation or further analysis is required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Potential impacts associated with construction-related and operational groundborne vibration and noise are discussed below.

Construction Vibration

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures, the equipment used, and the proximity to vibration-sensitive uses. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings near a construction site varies depending on soil type, ground strata, and receptor building construction. The generation of vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels. Ground vibrations from construction activities rarely reach levels that can damage structures but can achieve levels in buildings close to a construction site that are perceptible.[54] Table 7 lists vibration levels for different types of construction equipment.

Table 7 Construction Equipment Vibration Levels

Equipment	Approximate RMS[1] Velocity at 25 feet (VdB)	Approximate PPV[2] at 25 feet (in/sec)
Pile Driver, Impact (Upper Range)	112	1.518
Pile Driver, Impact (Typical)	104	0.644
Pile Driver, Sonic (Upper Range)	105	0.734
Pile Driver, Sonic (Typical)	93	0.170
Vibratory Roller	94	0.210
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Loaded Trucks	86	0.076
Jackhammer	79	0.035
Small Bulldozer	58	0.003

Source: FTA. 2018. Transit Noise and Vibration Impact Assessment.
Notes:
1 RMS velocity calculated from vibration level (VdB) using the reference of 1 microinch/second and a crest factor of 4.
2 PPV – peak particle velocity measured in inches/second.

Construction vibration effects are typically assessed in terms of either annoyance or architectural damage. Construction equipment such as jackhammers, high-power or vibratory tools, and rolling stock equipment (e.g., tracked vehicles, compactors, etc.) could generate vibration in the immediate vicinity.

Typical construction equipment rarely exceeds vibration levels that are perceptible.[55] Groundborne vibration is rarely annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers. For

[54] Federal Transit Administration (FTA). 2018, September. Transit Noise and Vibration Impact Assessment. U.S. Department of Transportation (DoT). FTA-VA-90-1003-06.
[55] As measured at a distance of 25 feet from an individual piece of equipment perceptible vibration would be 0.1 peak particle velocity (PPV) in inches per second. Architectural damage at typical building structures may occur at 0.2 to 0.5 PPV in inches per second.

annoyance, vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames; impacts are based on the distance to the nearest building.[56]

Off-Site Receptors

Human annoyance occurs when vibration rises significantly above the threshold of human perception for extended periods of time. A threshold commonly used to assess when construction vibration becomes annoying is above 78 VdB for residential uses.[57]

Vibration annoyance is typically assessed via a spatial-averaging methodology (i.e., as heavy construction equipment moves around the construction site, average vibration levels at the nearest structures would diminish with increasing distance between structures and the equipment). This methodology is implemented by using the distance from the center of the construction zone to the nearest sensitive receptors.

Table 8 shows the vibration levels from the most impactful piece of construction equipment at adjacent receptors. As shown, vibration from construction activities is not anticipated to be perceptible at the nearest receptors.

Table 8 Construction Equipment Vibration Annoyance

Equipment	Vibration Annoyance				
	Reference Vibration VdB at 25 feet	**Residences 500 feet to the north (VdB)[1]**	**Residences 150 feet to the south (VdB)[1]**	**Residences 150 feet to the east (VdB)[1]**	**Residences 96 feet to the west (VdB)[1]**
Vibratory Roller	94.0	55	71	71	71
FTA Threshold (Residences)[2]	-	*78*	*78*	*78*	*78*
Exceeds FTA Threshold?	-	No	No	No	No

Source: FTA. 2018. Transit Noise and Vibration Impact Assessment.
Notes:
[1] Construction activities are typically distributed throughout the Project site and would only occur for a limited duration when vibration producing equipment is operating in close proximity to receptors. Therefore, distances to the nearest receptors are measured from the center of the construction site to represent the average vibration level.
[2] Residences have a daytime residential threshold of 78 VdB; industrial buildings have a "office" threshold of 84 VdB; the storage facility has a "workshop" threshold of 90 VdB (because of the lack of occupancy during any given day).

Vibration levels at the nearest structures would diminish with increasing distance between structures and the equipment and would generally not be perceptible. Additionally, under SC-N-4, LA Unified Facilities Division or its Construction Contractor shall coordinate with nearby sensitive receptors to schedule high noise or vibration producing activities to minimize disruption.

[56] FTA. 2018, September. Transit Noise and Vibration Impact Assessment. United States Department of Transportation. FTA-VA-90-1003-06.
[57] FTA. 2018. Transit Noise and Vibration Impact Assessment Manual.

Overall, with the implementation of SCs, potential impacts to on-site sensitive receptors would be less than significant.

On-Site Receptors

To the maximum extent feasible, construction activities associated with the proposed Project would occur during school breaks when students are not on Campus. Implementation of SC-N-5 would reduce construction vibration and annoyance to staff in adjacent buildings. School administration and the Construction Contractor would work together to communicate and coordinate construction activities, location, schedule, and potential vibration-intensive activities during each construction phase. Administrators may arrange for alternative building occupancy in the event that construction vibration causes any disturbance to school staff.

Overall, with the implementation of SCs, potential impacts to on-site sensitive receptors would be less than significant.

Construction Vibration Induced Architectural Damage

Since damage from vibrational energy is typically a one-time event and is most likely to occur when the source and receptor are very close. The threshold for the assessment of risk of architectural damage is 0.2 inches per second peak particle velocity (in/sec PPV) for typical residential and school buildings.[58] Vibration levels exceed 0.2 PPV in/sec if a vibratory roller is operated within approximately 25 feet of the receiving structure, or when large bulldozers or loaded trucks are operated at distances closer than 15 feet. Table 9 shows the reference vibration levels for typical construction equipment.

Table 9 Construction Equipment Vibration Damage

Equipment	Vibration Levels at 25 Feet PPV (inch/sec)
Vibratory Roller	0.21
Static Roller	0.05
Large Bulldozer	0.089
Small Bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076

Source: Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment, September 2018.

Off-Site Receptors

The nearest off-Campus structures are residences approximately 50 feet to the south, 50 feet to the west, and 50 feet to the east of the Project site boundary. At ten feet, there could be potential for architectural damage due to construction vibration from vibratory rollers and large bulldozers. Maximum vibration levels could reach up to 0.830 in/sec PPV from the use of a vibratory roller within 10 feet, which would be above the threshold of 0.2 in/sec PPV. However, vibration levels are estimated to exceed within 25 feet and the residences are

[58] FTA category "non-engineered timber and masonry buildings"

located over 50 feet from the Project site boundary. Therefore, impacts from vibration-induced architectural damage would be less than significant to the off-site sensitive receptors.

On-Campus Receptors

Many on-site buildings are located adjacent to areas where demolition of existing buildings and/or construction of the new building would occur. Operation of large heavy construction equipment (vibratory rollers, large bulldozers or loaded trucks) close to Campus buildings may exceed the FTA's 0.2 in/sec PPV criterion, which could potentially result in vibration-induced architectural damage.

Part of the proposed Project, implementation of SC-N-6 requires that if demolition is necessary adjacent to historic or fragile structures the Construction Contractor would avoid using impact tools, if feasible. SC-N-8 requires the Construction Contractor to identify alternative methods of demolition and construction for activities that do not involve vibration-intensive equipment or activities.

Implementation of SC-N-6 and SC-N-8 would reduce vibration-induced architectural damage to adjacent, on-Campus buildings to below the threshold of damage. Vibration impacts would be less than significant.

Operational Vibration

Typically, land uses that result in vibration impacts are industrial businesses that use heavy machinery or railroads where passing trains generate perceptible levels of vibration. The proposed Project is a middle and high school, and there would be no significant vibration-generating sources during operation; therefore, no impacts would occur and no mitigation or further analysis is required.

c) For a project located within the vicinity of a private airstrip or 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?

No Impact. Whiteman Airport is the closest airport and located approximately 1.8 miles from the Project site. The Project site is not within the airport influence area or the airport land use planning area of the airport.[59] The site is outside the 65 dBA CNEL noise exposure contours of the airport. Thus, implementation of the proposed Project would not expose people working on-site to excessive airport noise levels. No impacts would occur, and no mitigation or further analysis is required.

[59] AECOM. 2011. Whiteman Airport Master Plan Final Report.https://dpw.lacounty.gov/avi/airports/documents/Whiteman_MP.pdf

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PEDESTRIAN SAFETY. Would the project:				
a. Substantially increase vehicular and/or pedestrian safety hazards due to a design feature or incompatible uses?	☐	☐	☒	☐
b. Create unsafe routes to schools for students walking from local neighborhoods?	☐	☐	☒	☐
c. Be located on a site that is adjacent to or near a major arterial roadway or freeway that may pose a safety hazard?	☐	☐	☐	☒

(PED) Explanation:

The SPEIR evaluated the potential for implementation of the SUP-related projects to impact pedestrian safety. Most of LAUSD's campuses, including VOCES, are located in urban areas with established street systems that provide access to the various school sites, including facilities such as crosswalks, crossing signals, etc. The analysis in this section is based in part on the Traffic and Pedestrian Safety Study for the Valley Oaks Center for Enriched Studies Modernization Project prepared by Ganddini Group, Inc., dated August 2025. A copy of this report is included as Appendix D.

LA Unified applies SCs for minimizing impacts to pedestrian safety. As noted in the Traffic and Pedestrian Safety Study, several of the SC's are not triggered for compliance since the project does not involve the following: new campus, new pedestrian/vehicular rights-of-way, or an increase in student capacity by more than 25% or 10 classrooms. Applicable SCs related to pedestrian safety impacts associated with the proposed Project are provided below:

LAUSD Standard Conditions of Approval	
SC-T-4	Implementation of SC-T-4 (see XVIII. TRANSPORTATION AND CIRCULATION)

a) Substantially increase vehicular and/or pedestrian safety hazards due to a design feature or incompatible uses?

Less than Significant Impact. Potential construction-related and operational impacts to vehicular and pedestrian safety hazards are discussed below.

Construction

Construction activities associated with the proposed Project would require the use of heavy haul trucks, equipment, worker vehicles, and construction activities on the Campus while students are in school. The construction and demolition activities would result in a temporary increase in construction vehicles and heavy haul truck activity on the roadway network (refer to Section 3.2.5, *Construction Phasing and Equipment*).

4. Environmental Checklist and Analysis

As described in the Traffic and Pedestrian Safety Study (see Appendix D), the District would implement SC-T-4 to avoid conflicts between construction activities and students, which would require the Construction Contractor to prepare a Construction Worksite Traffic Control Plan prior to commencement of construction (see XVIII. Transportation and Circulation). This plan would establish methods to avoid conflicts between the construction traffic and the existing vehicle, pedestrian, and bicycle traffic on the Campus and in the neighborhood. The District's construction BMPs, identified in the Construction Worksite Traffic Control Plan, would include the notification requirements, approved haul routes, hours of construction, protective devices (e.g., pedestrian detours, covered walkways, etc.), warning signs, and access to transit stops and other adjacent properties.

The scope of work is entirely in VOCES and does not include sidewalk improvements or changes to pedestrian/vehicular rights-of-way. The Construction Contractor would work closely with the school administration to coordinate activities and ensure students and pedestrians remain safe during all construction activities. With the implementation of SC-T-4 impacts would be less than significant, and no mitigation or further analysis would be required.

Operation

Following the completion of construction activities, pedestrian access to the Campus would not change. Students would continue to use the main entrance on Telfair Avenue, with additional access points along Sheldon Street and Haddon Avenue. However, the proposed Project does include several elements to ensure that the Campus would comply with various federal, state, and local statutory and regulatory requirements. This includes the development of accessible paths of travel and accessible route signage across the Campus that adheres to the ADA and the CBC.

The proposed Project would also involve the restriping of an adjacent parking lot to improve accessibility, safety, and parking efficiency (e.g., ADA-compliant spaces, optimized layout). The restriped parking lot will remain in its existing location separated from drop-off, pick-up, and bus loading areas. Operational impacts associated with the new field and ancillary improvements would be less than significant, and no mitigation or further analysis is required.

b) Create unsafe routes to schools for students walking from local neighborhoods?

Less than Significant Impact. During construction, the contractors would be required to submit and implement a Construction Worksite Traffic Control Plan to OEHS for review in accordance with SC-T-4. This plan would ensure pedestrian safety measures, access, and warning signs during construction are properly implemented. With the implementation of SC-T-4 and the compliance with existing regulations and programs, the impacts to students walking from local neighborhoods would be reduced to less than significant during construction.

The Project is located within the Campus and it would not result in changes to off-site circulation. The proposed multipurpose athletic field would replace existing recreational areas (existing field, open paving, and handball courts) and would not result in changes to the internal site circulation. Therefore, impacts to existing routes to school would be less than significant and no mitigation or further analysis is required.

c) Be located on a site that is adjacent to or near a major arterial roadway or freeway that may pose a safety hazard?

No Impact. ~~**Less than Significant Impact.**~~ The Project site is approximately one-quarter mile north of the I-5 Freeway and 0.8 miles north of the Hollywood Freeway (SR-170). The nearest four-lane divided arterial roadway to the Project site is Laurel Canyon Boulevard, approximately one-quarter mile south of the Project site, classified as an Avenue I roadway in the City of Los Angeles Mobility Plan.[60] It is noted that Sheldon Street is also a four-lane arterial with intermittent left turn lanes running along the northern Project site boundary, classified as an Avenue II roadway in the in the City of Los Angeles Mobility Plan[60]; however, the Project site's location is a characteristic inherent to the existing VOCES campus. Additionally, this segment of Sheldon Street currently has posted school speed zone limits of 25 miles per hour and two signalized crossings with high-visibility crosswalk markings at the intersections of Sheldon Street/Haddon Avenue and Sheldon Street/Telfair Avenue. The proposed Project itself would not result in a new campus or exposure of additional students near a major arterial roadway or freeway that may pose a safety hazard. No impacts would occur, and no mitigation or further analysis is required.

[60] Los Angeles Department of City Planning. 2016. Mobility Plan 2035. https://planning.lacity.gov/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

4. Environmental Checklist and Analysis

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

(PH) Explanation:

The SPEIR evaluated the potential for implementation of SUP-related projects to impact population growth in the LAUSD service area and cause displacement of people and housing. According to the SPEIR, new construction, renovation and modernization projects implemented under the SUP on existing LAUSD campuses are anticipated to have less than significant impacts related to indirect population growth and no impacts related to displacement of housing and people in the LAUSD region. Similarly, the project-specific analysis below concludes that implementation of the Project would also have less than significant impacts related to indirect population growth and no impacts related to displacement of housing and people in the Project area.

LA Unified has a SC addressing potential impacts to population and housing; however, the proposed Project would not displace any residences or businesses. Therefore, the implementation of the District's Relocation Assistance Advisory Program would not be applicable to the proposed Project.

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The Project site is a developed Campus surrounded by an urbanized community. The proposed Project does not include the construction of any new homes or businesses or changes to the existing land uses. The proposed Project would not increase the number of classrooms nor accommodate an increase above planned student enrollment capacity. Therefore, no impacts would occur, and no mitigation or further analysis is required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project is located within an established Campus that does not contain any housing or unhoused persons. Development of the proposed Project would not involve the removal or relocation of any housing and would not displace any people or require the construction of any replacement housing. Therefore, no impact would occur, and no mitigation or further analysis is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:				
a. Fire protection?	☐	☐	☐	☒
b. Police protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒

(PS) Explanation:

The SPEIR evaluated the potential for implementation of SUP-related projects to impact public services in the District. Proposed new construction projects under the SUP could lead to an expansion of existing school campuses, an increase in total building area, or changes in access, circulation and site plans, thereby generating increased demand for fire and police protection services. LA Unified has SCs for minimizing impacts to public services. Applicable SCs related to public services impacts associated with the proposed Project are provided below:

LAUSD Standard Conditions of Approval	
SC-PS-1	If necessary, LAUSD shall: 1. Have local fire and police jurisdictions review all construction and site plans prior to the State Fire Marshall's final approval. 2. Provide a full site plan for the local review, including all buildings, both existing and proposed; fences; drive gates; retaining walls; and other construction affecting emergency vehicle access, with unobstructed fire lanes for access indicated.
SC-PS-2	LAUSD shall implement emergency preparedness and response procedures in all schools as required in LAUSD References, Bulletins, Safety Notes, and Emergency Preparedness Plans.

a) Result in adverse impacts related to fire protection?

No Impact. The City of Los Angeles Fire Department (LAFD) currently provides fire protection and emergency medical services to the Project site. The nearest LAFD fire station to the site is Fire Station 77, located at 9224 Sunland Boulevard in Sun Valley, approximately 2.5 miles east of the Project site, and would continue to be the primary responder.[61] Construction-related activities on Campus would result in a negligible, if any, increase in demand for fire protection and emergency medical services due to the presence of

[61] County of Los Angeles Fire Department (LACoFD). 2023. Fire Station Locator. https://locator.lacounty.gov/fire/Location/3039381/los-angeles-county-fire-department---station-22

construction workers on-site. Further, the proposed modernization and enhancement of existing facilities would not result in an increase in student capacity or long-term employment within the District or at VOCES. Therefore, implementation of the proposed Project would not require the need for additional fire protection services or require construction of new or expanded fire stations.

Pursuant to SC-PS-1, the proposed Project would accommodate fire equipment access during construction. Therefore, there would be no impact to fire protection services, and no mitigation or further analysis is required.

b) Result in adverse impacts related to police protection?

No Impact. The Los Angeles Police Department's (LAPD) Foothill Police Station at 12760 Osborne Street in Pacoima, approximately 1.8 miles northwest of the Campus,[62] provides police service to the Campus and surrounding neighborhood.

The Los Angeles School Police Department (LASPD) is responsible for Campus safety and creating safe school passages for students, staff, and the school community.[63] The Campus is served by LASPD's North Division, which oversees operations in the San Fernando Valley. LASPD is a recognized independent school police department, with 211 sworn police officers, 25 non-sworn school safety officers (SSO), and 32 civilian support staff dedicated to serving the District. LASPD officers are assigned to support school traffic safety, parking enforcement and facility protection.[64]

The proposed Project would not increase student capacity; therefore, it would not require the need for additional police protection services or require construction of new or expanded police stations. Any increase in police demands due to construction activities would be temporary and would not require construction of new or expanded police facilities. Thus, implementation of the proposed Project would not increase demands for police services in the area, and the modernization and enhancement of existing facilities would not require construction of new or expanded police stations. Therefore, there would be no impact to police protection, and no mitigation or further analysis is required.

c) Result in adverse impacts related to schools?

No Impact. The proposed Project would neither increase student capacity nor create a substantial number of new jobs that could result in increased demand for school services as part of long-term operations. Therefore, no impact on the provision of schools would occur and no mitigation or further analysis is required.

d) Result in adverse impacts related to parks?

No Impact. The proposed Project would not have an adverse physical impact on any parks near the Project site. The closest park to the Project site is the Fernangeles Recreation Center, located approximately one mile to the southwest. The proposed Project would not induce growth in the community and would not require the construction of new parks. Conversely, the proposed Project components will include construction of a new

[62] LAPD. Foothill Community Police Station. https://www.lapdonline.org/lapd-contact/valley-bureau/foothill-community-police-station/
[63] LASPD. Los Angeles School Police Department. https://laspd.lausd.org/apps/pages/index.jsp?uREC_ID=4413775&type=d&pREC_ID=2647940
[64] LASPD. About Us. https://www.lausd.org/Page/15609

multi-purpose athletic playfield and modernization and enhancement of existing recreational facilities for use by VOCES students. Therefore, the proposed Project would not create increased demand for parks. No impact would occur, and no mitigation or further analysis is required.

e) Result in adverse impacts related to other public facilities?

No Impact. The proposed Project would not result in impacts associated with the provision of other new or physically altered public facilities (e.g., libraries, hospitals, childcare, teen, or senior centers). Physical impacts to public services are usually associated with population in-migration and growth, which increase the demand for public services and facilities. The proposed Project would not result in population growth and therefore, no impact would occur.

4. Environmental Checklist and Analysis

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. RECREATION. Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

(REC) Explanation:

The SPEIR evaluated the potential for implementation of SUP-related projects to impact existing recreation facilities and parks in the District, due to increased demand or adverse effect on the environment from the provision of new and/or expanded recreational facilities. According to the SPEIR, projects implemented under the SUP are anticipated to have no impact on parks and recreation facilities in the District. Therefore, the analysis provided below concludes that implementation of the proposed Project would have less than significant impacts on existing park and recreation facilities in the Project area and no impact on the provision of new and/or expanded facilities.

a) 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?

No Impact. In compliance with California Education Code Section 38131(b) (Civic Center Act), every public school, including VOCES, LA Unified may grant the use of school facilities for supervised recreational activities, meetings, and public discussions by nonprofit community organizations and members of the public during designated hours that do not disrupt regular school activities, Civic center use hours for school facilities, as permitted under the California Civic Center Act (Education Code Sections 38130-38139), are typically established by individual school districts and may vary. For the VOCES, proposed civic center use hours are generally set to begin two hours after school closure (e.g., 6:00 PM to 10:00 PM on weekdays, 8:00 AM to 10:00 PM on Saturdays, and 12:00 PM to 6:00 PM on Sundays, with no Sunday use permitted at elementary schools unless otherwise specified by the District). These hours are subject to District policies, facility availability, and compliance with applicable regulations.[65] VOCES may adjust these hours based on its traditional two-semester calendar (Section 3.2.6, Existing Operations); however, the Project's introduction of nighttime LED lighting will extend field availability for community use beyond current daylight limits. Demands for park and recreational facilities are typically driven by population increases, but the proposed Project, will not increase student capacity or long-term employment, focusing solely on upgrading existing on-campus recreational facilities for students. This Project will not generate additional demand on neighborhood or regional parks, nor will it cause physical deterioration or accelerated deterioration of existing recreational facilities, as the proposed Project complies with LAUSD Standard Conditions of Approval (SCs) and the Los Angeles Unified School

[65] California Education Code Sections 38130-38139 (Civic Center Act). Available at: California Legislative Information. This code outlines the provisions for public school facilities' use as civic centers, stating that school districts may establish rules and regulations for facility use, including hours, which vary by district and facility type.

District School Design Guide. Therefore, implementation of the proposed Project will have no impact on recreation, consistent with the SPEIR and no mitigation or further analysis is required.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact. The proposed Project will not develop recreational facilities outside of District-owned properties, with all improvements confined to the existing 20.7-acre campus. VOCES currently features athletic and recreational facilities, including a gymnasium and a multipurpose athletic field supporting sports such as football, soccer, baseball, softball, and volleyball. The proposed Project will upgrade the multipurpose athletic field with nighttime LED lighting, install five-tier portable bleachers, restripe an adjacent parking lot, and improve drainage and irrigation. Neighboring District facilities may temporarily accommodate students (e.g., student athletes) during construction, but the District does not anticipate the need for improvements to local parks or facilities outside its jurisdiction. Pursuant to the California Education Code Sections 38130–38139 (Civic Center Act), school facilities, including the upgraded multipurpose athletic field, may be permitted by LA Unified for public use during designated times outside school hours, enhanced by the extended availability due to nighttime lighting. The proposed Project will not result in unique impacts to recreational resources in the Sun Valley community, and no impact to recreation will occur, consistent with the SPEIR, with no mitigation or further analysis required.

4. Environmental Checklist and Analysis

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRANSPORTATION AND CIRCULATION. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), which pertains to vehicle miles travelled?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☐	☒

(T) Explanation:

The SPEIR evaluated the potential for implementation of SUP-related projects to result in impacts related to transportation and traffic. All SUP projects are required to meet CCR Title 24 energy-efficiency standards. Therefore, site specific projects would be consistent with applicable goals of Connect SoCal, such as encouraging active/non-motorized transportation (such as bicycling and walking). The following information is supported by information within the Traffic and Pedestrian Safety Study for the Valley Oaks Center for Enriched Studies Modernization Project prepared by Ganddini Group, Inc., dated August 2025 (see Appendix D).

LA Unified applies SCs for minimizing impacts to transportation and circulation. As provided in the Traffic and Pedestrian Safety Study, several of the SCs are not triggered for compliance since the project does not involve the following: an increase in student capacity by more than 25% or 10 classrooms generating new traffic or shifts in traffic patterns, construction of parking, and/or vehicular or pedestrian access, or large-scale new construction (10,000 square feet or more). Applicable SCs related to transportation and circulation impacts associated with the proposed Project are provided below:

LAUSD Standard Conditions of Approval	
SC-T-4	LAUSD shall require its Construction Contractors to submit a Construction Worksite Traffic Control Plan to OEHS for review prior to construction. The plan will show the location of any haul routes, hours of operation, protective devices, warning signs, access to abutting properties and applicable transportation related safety measures as required by local and State agencies. LAUSD shall encourage its Construction Contractor to limit construction-related trucks to off-peak commute periods.

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less than Significant Impact. Level of service standards established by jurisdictions/agencies are intended to regulate long-term traffic increases associated with new development and do not apply to short-term,

temporary traffic increases that occur during construction. School capacity and long-term employment would remain the same following the proposed modernization activities, and there would be no permanent increase in traffic generated by the proposed Project. Potential impacts associated with the proposed Project would be limited to construction activities. Specifically, increased vehicle trips and potential congestion generated by construction-related passenger vehicles and heavy haul trucks would cease when construction is complete, and implementation of the proposed Project would not result in any long-term, ongoing effects related to traffic and congestion. Additionally, the City of Los Angeles typically considers a project's non-CEQA impact to level of service standards for projects that are forecast to generate more than 250 daily trips.[66] However, because the proposed modernization activities would not increase student capacity or staff at the school, there would be no permanent increase in traffic generated by the proposed Project.

The Project does not conflict with the City of Los Angeles Mobility Plan 2035. As all project improvements will occur within VOCES, the Project would not directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety nor does the Project propose to make any voluntary modifications to the public right-of-way. No impacts would occur, and no mitigation or further analysis is required.

Existing Conditions

Vehicular Access

The north side of Allegheny Street adjacent to the project site is designated for curb side passenger loading only on school days from 6:30 AM to 9:00 AM and 1:30 PM to 4:00 PM. Vehicles are not permitted to stop on Sheldon Street or Telfair Avenue on school days from 7:00 AM to 5:00 PM (school bus exempt). Faculty parking is provided on-site, including in the parking lot targeted for restriping.

The Project will not alter existing access points or circulation patterns but will enhance the adjacent parking lot through restriping to improve accessibility (e.g., ADA-compliant spaces), safety, and parking efficiency. No increase in student enrollment or vehicle trips is anticipated.

Intersections

Key intersections adjacent to the Project site include:

- Sheldon Street at Haddon Avenue: Traffic signal
- Sheldon Street at Telfair Avenue: Traffic signal
- Allegheny Street at Telfair Avenue: All-way stop
- Allegheny Street at Haddon Avenue: All-way stop
- Allegheny Street at Kewen Avenue: All-way stop

[66] Los Angeles Department of Transportation. August 2022. Transportation Assessment Guidelines. https://ladot.lacity.gov/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27_0.pdf

Pedestrian Facilities

Sidewalks are present on each side of all roadways surrounding the Campus, except for the south side of Allegheny Street (opposite the school) adjacent to a few private residential properties. Yellow school crossing crosswalks are present at the key intersections.

The primary pedestrian and vehicular access to VOCES is via Telfair Avenue, with additional access points along Sheldon Street and Haddon Avenue. The Project will not alter existing access points or circulation patterns. No increase in student enrollment or pedestrian trips is anticipated.

Bicycle Facilities

No dedicated bicycle lanes are present in the immediate vicinity, though cyclists may share roadways or sidewalks with pedestrians. Bicycle racks are provided on Campus for student use.

Transit Service

Public transit in the vicinity includes bus stops served by the Los Angeles County Metropolitan Transportation Authority (Metro) along San Fernando Road (Bus Line 224), approximately 0.5 miles east of the Campus, and along Laurel Canyon Boulevard (Bus Line 230), approximately 0.5 miles west.[67] The closest Los Angeles Metro station to the Project site is the North Hollywood Station approximately 4.75 miles south, which is the northern terminus of Metro Rail B Line. The closest Metrolink stations include Sun Valley approximately 1.6 miles southeast and the Sylmar/San Fernando Station approximately five miles northwest, which connects to various Metro Bus lines.

Construction

The Project will be developed in a single phase, with construction anticipated to begin in the second quarter of 2027 and be completed by the third quarter of 2028. The construction schedule includes:

- Demolition and Site Preparation: Removal of existing football goal posts and handball courts, grading, and drainage improvements for the athletic field, and preparation of the parking lot for restriping.
- Field Upgrades Construction: Installation of new field components (lighting, goal posts, scoreboard), re-seeding of turf, and irrigation system repairs.
- Bleacher and Ancillary Improvements: Installation of portable bleachers, landscaping, hardscape features (e.g., pathways, fencing), and restriping of the adjacent parking lot to improve accessibility and layout.

Construction equipment may include graders, tractors, loaders, backhoes, water trucks, pavement marking equipment for restriping, and haul trucks for debris removal. An estimated 20 to 50 workers will be on-site during peak periods, with no construction planned during summer school sessions. Construction worker

[67] Los Angeles Metro. Bus and Rail System Map. https://cdn.beta.metro.net/wp-content/uploads/2025/06/06110740/25-1389_blt_system_map_47x47.5_DCR.pdf

parking and material staging will be accommodated on-site to avoid impacts to local streets. Haul routes and delivery schedules will be coordinated with the City of Los Angeles Department of Building and Safety and school administration to minimize disruptions.

Construction staging (i.e., storage of equipment and materials) would be contained on the Project site. Parking for construction workers is anticipated to be provided in the staging area while school is in session and in Campus parking lots during school breaks. Based on the anticipated construction schedule, construction workers are expected to arrive at the school before 7:00 AM (before peak morning commute hours). Assuming the typical workday ends at 3:30 PM, most workers are anticipated to leave the site before 4:00 PM (before peak afternoon commute hours). Importantly, construction worker trips and heavy haul truck trips would not occur at the same time because workers would arrive before 7:00 AM and hauling cannot start until 7:00 AM and must avoid peak commute, as well as student pick-up and drop-off times. Construction traffic associated with the proposed Project would not significantly impact nearby roadways. Construction vehicles would cause only temporary and intermittent increases in traffic on area roadways and would not contribute to a significant increase in traffic volumes. Additionally, it is not anticipated that any roadway, lane closures, or detours would be required.

Construction activities associated with the proposed Project may temporarily affect sidewalk accessibility at VOCES. However, any effect on sidewalk accessibility would be temporary and transient. Pedestrian access to the Campus during the construction phase would be minimally altered and any temporary changes to pedestrian access during construction would be completed as outlined in a Construction Worksite Traffic Control Plan (refer to SC-T-4, which requires the implementation of a Construction Worksite Traffic Control Plan subject to OEHS review and approval). With the implementation of SC-T-4, temporary, construction-related impacts to pedestrian safe access points would be less than significant. For these reasons, the proposed Project would not conflict with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities and impacts would be less than significant. No mitigation or further study is required.

Construction traffic associated with the proposed Project would not displace bus stops or impact public transit bus services on the surrounding roadways. Additionally, the Construction Worksite Traffic Control Plan (SC-T-4) would include measures to prevent traffic and pedestrian hazards between heavy haul trucks entering and exiting the Project site (refer to XIV. Pedestrian Safety).

Overall, impacts associated with the proposed Project would be less than significant, and no mitigation or further analysis is required.

Operation

Following the completion of construction, the proposed Project will not alter existing access points or circulation patterns but will enhance the adjacent parking lot through restriping to improve accessibility (e.g., ADA-compliant spaces), safety, and parking efficiency. No increase in student enrollment or vehicle trips is anticipated, and the Project will not generate additional vehicle miles traveled (VMT), on a typical daily basis. The proposed field and bleacher improvements would continue supporting existing athletic activities with no significant change in the number of spectators for most events; however, since the proposed bleachers would increase seating capacity from approximately 300 existing to 375 proposed seats, the increased seating capacity could theoretically result in additional spectators for major athletic events, such as the homecoming football

game. Assuming the vast majority of spectators drive to/from the site at a common vehicle occupancy factor of 2.5 persons per vehicle,[68] a maximum seating capacity event is estimated to generate approximately 54 additional vehicular trips to and from the site (+75 additional seating capacity X 90% vehicular modal split ÷ 2.5 persons per vehicle ≈ 27 vehicles multiped by two for arrival and departure). Overall, such events currently occur at the existing athletic field; any potential increase in trips associated with additional seating capacity is forecast to be relatively marginal and would not occur on a regular basis.

The proposed Project would not change bicycle or pedestrian access within the vicinity of the Campus. Following the completion of construction activities, the proposed modernization activities would not interfere with the safety or performance of the circulation system and would not interfere with Metro bus services operating near the Project site. Therefore, the proposed Project would not conflict with policies, plans, or programs regarding transit, bicycle, or pedestrian facilities, and the proposed Project would not decrease the performance or safety of such facilities, and no mitigation or further analysis is required.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), which pertains to vehicle miles travelled?

No Impact. According to the CEQA Guidelines Section 15064.3(b), generally, VMT is the most appropriate measure of transportation impacts. For the purposes of this section, VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. The section establishes that a land use project's effect on automobile delay shall not constitute a significant environmental impact.

Construction activities associated with the proposed Project would involve construction equipment and additional vehicles for construction workers to access the Project site. Construction equipment would primarily remain on site for the duration of the construction except for haul trucks. The District encourages carpooling for the construction workers getting to and from the Project site and would work with the contractor to minimize vehicle trips to the extent feasible. Construction equipment and contractor travels to the Project site would be temporary in nature, ceasing at the completion of the proposed Project.

The proposed Project would not change the land use of the school, increase the capacity of the school, or change the attendance boundaries of the school. Because the proposed Project would not generate an increase in traffic or a change in traffic patterns; thus, the proposed Project would have no impact pertaining to VMT during operation of the proposed Project. No impacts would occur, and no mitigation or further analysis is required.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. Potential impacts associated with geometric design features during and following the completion of construction are discussed below.

[68] Federal Highway Administration. Managing Travel for Planned Special Events, Chapter 5, page 3. https://ops.fhwa.dot.gov/publications/fhwaop04010/chapter5_03.htm.

Construction

During construction, equipment, trucks, and workers would drive to and from the staging area on the Project site. Construction trips would be spread out throughout the workday and would not occur during peak traffic periods. Also, construction trips would not overlap with student drop-off and pick-up. In accordance with SC-T-4, the District's Construction Contractor would prepare a Construction Worksite Traffic Control Plan prior to commencement of construction. This plan would establish methods to avoid conflicts between construction traffic and the existing vehicle, pedestrian, and bicycle traffic. The District's construction BMPs, identified in the construction worksite traffic control plan, would include the location of any haul routes, hours of operation, protective devices, warning signs, and access to abutting properties. Additionally, construction fencing and/or covered walkways would be installed around the Project site to separate construction zones from students and to ensure safety. The proposed Project construction would not create new hazards or conflicts and impacts related to vehicular, pedestrian, and bicycle safety would be less than significant; no mitigation or further analysis is required.

Operation

The proposed Project would not change the land use of the school, increase the capacity of the school, or change the attendance boundaries of the school and would therefore, not increase operational traffic on or around the Campus. The proposed Project would not alter the use of the Campus or drop-off/pick-up locations, and no new incompatible uses would be introduced. Therefore, no operational impacts would occur, and no mitigation or further analysis is required.

d) Result in inadequate emergency access?

No Impact. ~~Less than Significant Impact.~~ The access and circulation features at the Project site would continue to accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. All access features are subject to and must satisfy State Fire Marshall design requirements. The proposed Project would not result in inadequate emergency access. Therefore, no impacts would occur, and no mitigation or further analysis is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

XIX. TRIBAL CULTURAL RESOURCES.

Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)?

☒ Yes ☐ No

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☒	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

(TCR) Explanation:

LA Unified applies SCs for minimizing impacts to tribal cultural resources. Applicable SCs related to tribal cultural resources impacts associated with the proposed Project are provided below:

LAUSD Standard Conditions of Approval	
SC-TCR-1	All work shall stop within a 60-foot radius of the discovery. Work shall not continue until the discovery has been assessed by a qualified Archaeologist. Based on this initial assessment the affiliated Native American Tribal representative has contacted and consulted to provide as-needed monitoring or to assist in the accurate assessment, recordation, and if appropriate, recovery of the resources, as required by the District.
SC-TCR-2	In the event that Tribal Cultural Resources (TCRs) are identified, the Archaeologist will retain a Native American Monitor to begin monitoring ground disturbance activities. The Native American Monitor shall be approved by the District and must have at least one or more of the following qualifications: • At least one year of experience providing Native American monitoring support during similar construction activities. • Be designated by the Tribe as capable of providing Native American monitoring support. • Have a combination of education and experience with Tribal cultural resources. Prior to reinitiating construction, the construction crew(s) will be provided with a brief summary of the sensitivity of Tribal cultural resources, the rationale behind the need for protection of

LAUSD Standard Conditions of Approval	
	resources, and information on the initial identification of Tribal cultural resources. This information shall be included in a worker's environmental awareness program that is prepared by LAUSD for the project (as applicable). Subsequently, the Monitor shall remain on-site for the duration of the ground-disturbing activities to ensure the protection of any other potential resources. The Native American Monitor will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any Tribal cultural resources identified.

Native American Consultation

AB 52 requires meaningful consultation with California Native American tribes on potential impacts to tribal cultural resources (TCRs) during the CEQA process. As part of the AB 52 process, California Native American tribes must submit a written request to the LA Unified (Lead Agency) to be notified of projects within their traditionally and culturally affiliated area. The LA Unified must provide written notification to those tribes upon deciding to undertake a project. The Native American tribe must respond to the LA Unified if they want to engage in consultation on the project, and the LA Unified must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either: 1) the parties agree to mitigation measures to avoid a significant effect on a TCR; or 2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached.

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less than Significant with Mitigation Incorporated ~~**Less than Significant Impact.**~~ On August 12, 2025, a Sacred Lands File search was requested from the Native American Heritage Commission (NAHC). The NAHC responded on August 15, 2025, with negative results and provided a list of tribes with traditional and cultural affiliations to the area. Project notification letters were sent on August 20, 2025 to the Barbareño/Ventureño Band of Mission Indians, Cahuilla Band of Indians, Coastal Band of the Chumash Nation, Fernandeño Tataviam Band of Mission Indians (FTBMI), Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva, Northern Chumash Tribal Council, Santa Rosa Band of Cahuilla Indians, Santa Ynez Band of Chumash Indians, and Soboba Band of Luiseno Indians. The FTBMI requested a formal consultation from LA Unified on September 23, 2025. The Gabrieleno/Tongva San Gabriel Band of Mission Indians had no comment. No other responses have been received from other California Native American tribes.

Pursuant to the government-to-government consultation conducted with FTBMI, the measures listed below shall be implemented in conjunction with mitigation measures **SC-TCR-1** and **SC-TCR-2**.

300-2.4.1 **In the Event of an Inadvertent Discovery**

If cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards retained by the project applicant shall assess the find. Work on the portions of the Projects outside of the

buffered area may continue during this assessment period. Should the find be deemed significant, as defined by CEQA (as amended, 2015), the Project applicant shall retain a professional Tribal Monitor procured by the FTBMI to observe all remaining ground-disturbing activities including, but not limited to, clearing, grading, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, leveling, driving posts, auguring, blasting, stripping topsoil or similar activity, and archaeological work.

300-2.4.2 **Disposition and Treatment of Inadvertent Discoveries**

The Lead Agency and/or applicant shall, in good faith, consult with the FTBMI on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.

300-2.5.2 **In the Event of Inadvertent Discovery, Human Remains**

If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code shall be enforced for the duration of the Project.

1. Inadvertent discoveries of human remains and/or funerary object(s) are subject to California State Health and Safety Code Section 7050.5, and the subsequent disposition of those discoveries shall be decided by the Most Likely Descendant (MLD), as determined by the Native American Heritage Commission (NAHC), should those findings be determined as Native American in origin.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant with Mitigation Incorporated. ~~**Less than Significant Impact.**~~

AB 52 requires meaningful consultation with California Native American tribes on potential impacts to tribal cultural resources, as defined in PRC Section 21074. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources.

At the request of the FTBMI, a government-to-government consultation was conducted. Following the consultation, the need to implement Mitigation Measures **300-2.5.1**, **300-2.5.2**, and **300-2.5.3** (see Section XIX.a), in combination with **SC-TCR-1** and **SC-TCR-2**, will be assessed based on the effects of the Project's construction activities and in accordance with the criteria of Public Resources Code Section 5024.1(c).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. 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?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

(USS) Explanation:

LA Unified applies SCs for minimizing impacts to utilities and service systems. Applicable SCs related to utilities and service systems impacts associated with the proposed Project are provided below:

LAUSD Standard Conditions of Approval	
SC-USS-1	Consistent with current LAUSD requirements for recycling construction and demolition waste, the Construction Contractor shall implement the following solid waste reduction efforts during construction and demolition activities: **School Design Guide.** Establishes a minimum non-hazardous construction and demolition (C&D) debris recycling requirements of 75 percent by weight. Construction and demolition waste shall be recycled to the maximum extent feasible. **Construction & Demolition Waste Management.** This document outlines procedures for preparation and implementation, including reporting and documentation, of a Waste Management Plan for reusing, recycling, salvaging or disposal of non-hazardous waste materials generated during demolition and/or new construction to foster material recovery and re-use and to minimize disposal in landfills. Requires the collection and separation of all C&D waste materials generated on-site, reuse or recycling on-site, transportation to approved recyclers or reuse organizations, or transportation to legally

LAUSD Standard Conditions of Approval	
	designated landfills, for the purpose of recycling, salvaging and/or reusing a minimum of 75 percent of the C&D waste generated by weight.
SC-USS-2	LAUSD shall coordinate with the City of Los Angeles Department of Water and Power or other appropriate jurisdictions and departments prior to relocating or upgrading any water facilities to reduce the potential for disruptions in service.
SC-USS-3	LAUSD shall provide an easily accessible area that services the entire school and is dedicated to the collection and storage of materials for recycling, including (at a minimum) paper, cardboard, glass, plastics, metals, and landscaping waste. There shall be at least one centralized collection point (loading dock), and the capacity for separation of recyclables where waste is disposed of for classrooms and common areas such as cafeterias, gyms, or multi-purpose rooms.
SC-GHG-1	Implementation of SC-GHG-1 (see VIII. GREENHOUSE GAS EMISSIONS)
SC-GHG-2	Implementation of SC-GHG-2 (see VIII. GREENHOUSE GAS EMISSIONS)
SC-GHG-3	Implementation of SC-GHG-3 (see VIII. GREENHOUSE GAS EMISSIONS)

a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The Project site is completely developed, is currently using existing utilities and service systems. Construction at the Project site would require temporary additional usage of water, electric power, and diesel fuel. However, the additional utility usage during construction would be minimal and well within the capacity of the existing utility facilities that already serve the Campus.

The operation of the proposed Project would not increase utility consumption through capacity increase or modification to existing operations. Due to the age of the existing facilities, the proposed new facilities and amenities would be more resource efficient when compared to the existing facilities and amenities. The proposed Project would not change the land use of the Campus, increase the capacity, or change the attendance boundaries and would not require the relocation or construction of new water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities.

With the implementation of SC-USS-2 and SC-GHG-1 to SC-GHG-3, the Campus' resource consumption and stormwater production are expected to reduce with the implementation of the proposed Project. Therefore, no new or expanded utility facilities would need to be constructed, and no relocations of the existing facilities would be needed. Therefore, impacts would be less than significant, and no mitigation or further analysis is required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. LADWP manages the water supply to the existing Project site. The primary water sources are imported water from the Los Angeles Aqueduct, the State Water Project (supplied by

Metropolitan Water District of southern California [MWD]), and Colorado River Aqueduct (supplied by MWD). Additional sources include local water and groundwater, and recycled water for non-potable uses such as irrigation. (LA County Department of Public Works 2025). The Campus currently serves students living in the region, and the proposed Project would not increase the student population or long-term water demands. Water would be used on site during construction for dust suppression and construction activities. The Project site would be expected to marginally increase its water use during the construction phase of the proposed Project to assist with dust suppression measures and related construction activities. However, the small amount of water that would be used for the construction of the proposed Project is not expected to impact the availability of the existing water supply and would not result in the need for new or expanded water entitlements. Installation of landscape and irrigation improvements would comply with SC-USS-2 and SC-GHG-1, SC-GHG-2, and SC-GHG-3 for water conservation; therefore, the proposed Project would not result in an increase in operational water demands for landscaping. Therefore, impacts would be less than significant, and no mitigation or further analysis is required.

c) 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?

Less than Significant Impact. As previously described, construction of the proposed Project would involve a minor increase in wastewater production due to construction activities and construction personnel. Construction personnel are anticipated to use portable sanitation facilities which generate less wastewater than permanent restroom facilities. The minor increase in wastewater production, if any, would be temporary and would cease following the completion of construction activities. The Campus would continue to serve students currently living in the region and would not generate an increase in the regional student population or the amount of wastewater treatment required. The proposed Project would not affect wastewater treatment capacity. Therefore, the proposed Project would have a less than significant impact on the adequacy of the local wastewater treatment capacity, and no mitigation or further analysis is required.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. Project generated solid waste will not exceed the capacity of local solid waste disposal and recycling options. The Sun Valley Landfill, operated by Vulcan Materials Company, accepts clean soil, asphalt, concrete, rock, concrete block, clay tile, and brick , and is located approximately one mile from the proposed Project.[69] The Waste Management Sun Valley Recycling Park provides municipal solid waste transfer services (Waste Management, Inc. 2025), and the Crown Recycling Services (Athens Services) facility, provides recycling and mixed waste solutions (Athens Services 2025) and are located approximately 2.0 miles from the proposed Project.

[69] Vulcan Materials Company, Sun Valley Landfill Accepted Materials, available at: https://www.vulcanmaterials.com/construction-materials/facilities/view/sun-valley-landfill (accessed September 26, 2025).

4. Environmental Checklist and Analysis

Construction

Demolition and construction waste are anticipated to be disposed of at the local landfills, based upon characterization of the waste streams, as appropriate. The demolition of existing football goal posts and handball courts are not anticipated to generate significant quantities of waste. Any hazardous components of the waste stream would be disposed of at an approved hazardous waste facility.

Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the CALGreen Code (Title 24, CCR, Part 11, Section 5.408.1.1) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. During construction, the proposed Project would generate demolition and construction related solid waste. However, the amount of solid waste would be minimized per SC-USS-1 requirements. SC-USS-1 requires the minimum recycling of 75 percent of the nonhazardous construction debris by weight. In addition, the proposed Project would comply with all waste recycling/reuse requirements in CALGreen Code and the LA Unified School Design Guide & Specification 01340, Construction & Demolition Waste Management which requires the collection and separation of all construction and demolition waste materials on-site and that they be reused or recycled to the extent feasible. Thus, the proposed Project improvements would not adversely impact such landfills. Therefore, impacts would be less than significant, and no mitigation or further analysis is required.

Operation

The proposed Project would not increase the student population and thus would not increase solid waste generation. The District would also implement SC-USS-3, which would implement recycling programs on Campus to reduce solid waste production. With the implementation of SC-USS-3, the proposed Project is expected have a less than significant impact during operation on solid waste production. The proposed Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals. Therefore, impacts would be less than significant, and no mitigation or further analysis is required.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. The District currently complies with or incorporates federal, State, and local statutes and regulations related to solid waste, and would continue this practice. Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the CALGreen Code (Title 24, CCR, Part 11, Section 5.408.1.1) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. This standard is also required under the CHPS criteria. Under SC-USS-1, the District has established a minimum construction and demolition debris salvage, recycle, and reuse requirement of 75 percent. Construction of the proposed Project would adhere to these established standards. Operationally, SC-USS-3 would reduce the solid waste generated on site by incorporating an on-site recycling program. Therefore, impacts would be less than significant, and no mitigation or further analysis is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE.				
Is the project located in or near state responsibility areas or lands classified as high fire hazard severity zones? ☐ Yes ☒ No				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

(WF) Explanation:

Wildland fire protection in California is the responsibility of either the State, local government, or the federal government. State Responsibility Areas (SRAs) are the areas in the state where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. The SRA forms one large area over 31 million acres to which the California Department of Forestry and Fire Protection (CAL FIRE) provides a basic level of wildland fire prevention and protection services.[70]

Local responsibility areas (LRA) include incorporated cities, cultivated agriculture lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government.[71] CAL FIRE uses an extension of the state responsibility area Fire Hazard Severity Zone model as the basis for evaluating fire hazard in local responsibility area. The local responsibility area hazard rating reflects flame and ember intrusion from adjacent wildlands and from flammable vegetation in the urban area. The City of Los Angeles Fire Department (LAFD) provides fire protection and emergency medical services within the Project area.

Fire Hazard Severity Zones (FHSZ) are identified by Moderate, High, and Very High in a State Responsibility Area (SRA), and Very High in a Local Responsibility Area (LRA). The nearest FHSZ is a Very High zone in the SRA, approximately 4.28 miles east, and a Very High zone in the LRA, about 2.91 miles north. The Project

[70] California Department of Forestry and Fire Protection (CAL FIRE). 2023. https://www.fire.ca.gov/what-we-do/fire-protection
[71] California Department of Forestry and Fire Prevention (CAL FIRE). https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/fire-hazard-severity-zones-map/

site is not located within a FHSZ, situated in a developed urban area with no significant wildfire history. Therefore, the implementation of standard conditions (SCs) for District projects in High FHSZ areas are not applicable.

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. As previously described in XVI. PUBLIC SERVICES, emergency response within the Project area is guided the ERP, which identifies County agencies and other agencies that would be involved in emergency responses; threat summaries and assessments; and procedures for responding agencies that would be involved in coordinating and managing responses. The ERP is focused on emergencies beyond the scope of the daily functions of public safety agencies, such as emergencies requiring multi-agency and/or multi-jurisdictional responses.

Emergency preparedness and response planning would be coordinated through the District's Office of Emergency Services. The existing school currently has an emergency school evacuation plan in compliance with District's "Integrated Safe School Plan."[72] The proposed Project would not interfere with any other existing emergency response plans or emergency evacuation plans. Therefore, no impact would occur, and no mitigation or further analysis is required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The Project site is located in an urban area with no wildlands in the surrounding vicinity. The Project site is generally flat without significant topography, and there are no steep slopes where high winds can exacerbate wildfire risks. Furthermore, CAL FIRE does not classify any adjacent areas as VHFHSZ. Project development would not place people or structures at risk from wildfire. Therefore, no impact would occur, and no mitigation or further analysis is required.

c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The proposed Project would not require the installation or maintenance of new infrastructure that may exacerbate fire risk. Therefore, no impact would occur, and no mitigation or further analysis is required.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project site is generally flat without significant topography, and there are no steep slopes where high winds can exacerbate wildfire risks. There are no vegetated slopes susceptible to wildfire in the surrounding area. Thus, implementation of the proposed Project would not result in result of runoff, post-fire slope instability, or drainage changes. Therefore, no impact would occur, and no mitigation or further analysis is required.

[72] LAUSD. 2020. Integrated Safe School Plan. https://www.lausd.org/Page/16314#:~:text=LAUSD%20schools%20are%20required%20to,traffic%20safety%20and%20crisis%20intervention.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of 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?	☐	☒	☐	☐
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☒	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

(MFS) Explanation:

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?

Less than Significant Impact with Mitigation Incorporated. ~~Less than Significant Impact.~~ The proposed Project would neither degrade the quality of the environment nor substantially impact any endangered plant, animals, or habitat. As previously described, since the Campus is fully developed and the surrounding area is highly urbanized, the proposed Project would not impact the habitat or population level of a fish, plant, animal community or reduce/restrict the range of a rare or endangered plant or animal. Therefore, impacts related to biological resources would be less than significant and no mitigation or further analysis is required.

The proposed Project would demolish existing handball courts. This would not change the character of the surrounding neighborhoods. Additionally, since the Project site has been highly disturbed and is covered by fill soils, discovery of archaeological and paleontological resources during excavation activities is unlikely. Therefore, impacts related to archaeological, paleontological, and historic resources and human remains would be less than significant and no mitigation or further analysis is required. At the request of the , Fernandeño Tataviam Band of Mission Indians (FTBMI), a government-to-government consultation was conducted pursuant to AB 52. Following the consultation, the need to implement Mitigation Measures **300-2.5.1**, **300-2.5.2**, and **300-2.5.3** (see Section XIX.a), in combination with **SC-TCR-1** and **SC-TCR-2**, will be assessed based on the effects of the Project's construction activities and in accordance with the criteria of Public Resources Code Section 5024.1(c)

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.)

Less than Significant Impact. Based on the preceding analysis, with implementation of SCs and compliance with existing regulations, the proposed Project would not result in significant adverse impacts that could contribute to a cumulatively considerable impact. In consideration of the preceding analysis, the proposed Project's contribution to cumulative impacts would be less than significant, and therefore, proposed Project impacts would not be cumulatively considerable.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact. As discussed in the above analyses, the proposed Project would not result in significant direct or indirect adverse impacts or result in substantial adverse effects on human beings. No mitigation or further analysis is required.

5. List of Preparers

4.1 LEAD AGENCY

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