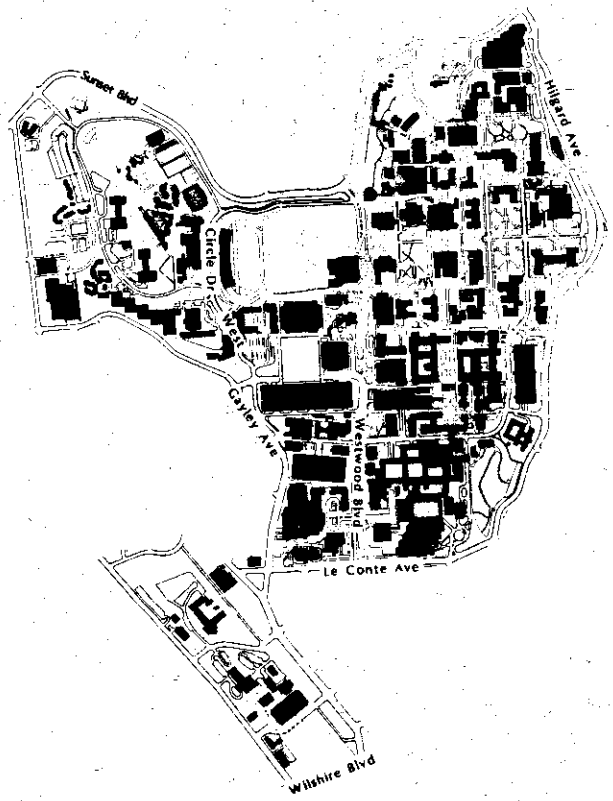
EA-26

Summary

Final Environmental Impact Report

1990 LONG RANGE DEVELOPMENT PLAN

ENVIRONMENTAL IMPACT REPORT



UNIVERSITY OF CALIFORNIA
Los Angeles

November 1990

SUMMARY

FINAL ENVIRONMENTAL IMPACT REPORT
UNIVERSITY OF CALIFORNIA, LOS ANGELES
DRAFT 1990 LONG RANGE DEVELOPMENT PLAN

PROJECT #948060

State Clearinghouse Number 89072618

November 1990

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This report was prepared by:

Capital Programs, Capital Planning
University of California
2256 Murphy Hall
Los Angeles, California 90024

with the assistance of the following consultants:

Cotton/Beland/Associates, Inc.
1028 North Lake Avenue, Suite 107
Pasadena, California 91104

EIP Associates
80 South Lake, Suite 600
Pasadena, California 91104

Crain & Associates
2007 Sawtelle Boulevard, Suite 4
Los Angeles, California 90025

ENSR Consulting and Engineering
1220 Avenida Acaso
Camarillo, California 93010

and reviewed by:

Office of the President
Senior Vice President - Administration
University of California
300 Lakeside Drive
Oakland, California 94612

INTRODUCTION TO THE FINAL 1990 LRDP EIR

This document is the Final Environmental Impact Report (FEIR) for the 1990 LRDP. A final EIR is defined by CEQA as "...an EIR containing the information contained in the Draft EIR, comments either verbatim or in summary received in the review process, a list of persons commenting, and the response of the Lead Agency to the comments received." [Section 15362(b)].

Organization of the Final EIR

This FEIR contains four volumes. Volume I includes the Draft EIR, and Volume II contains the appendices to the Draft EIR. Volume III contains the Responses to Comments on the original Draft EIR (released for public review in March, 1990). Volume IV includes a list of persons that commented on the Revised Draft EIR released for public review in August 1990), comments and responses on the Revised Draft EIR, a transcript of the public hearing, written correspondences, and appendices related to information provided in response to comments.

All further references to the 1990 Draft LRDP EIR and related impacts refer to the August 1990 Draft EIR.

Review Process

The 1990 Draft LRDP and Draft EIR of August, 1990 were circulated for public review from August 24, 1990 to October 8, 1990. The Draft LRDP and Draft EIR were mailed to approximately 600 individuals and public agencies. The documents were also available for public review at all University libraries and three local community libraries. All interested persons were invited to submit written comments on the Draft EIR during this review period.

A public hearing to receive comments on the Draft EIR was held September 26, 1990. Notices advertising the public hearing and availability of the Draft EIR document were placed in the following publications: the Santa Monica Evening Outlook and Los Angeles Times on 9/23/90 and 9/26/90; and the UCLA Daily Bruin on 9/28/90. In addition, notices were placed on all University bulletin boards advertising the availability of the Draft EIR from 9/19/90 through 10/8/90.

Relationship of Chiller/Cogeneration Project to the 1990 LRDP

The analysis in the Final EIR for the 1990 LRDP considers the impacts of the UCLA chiller/cogeneration facility. The Final EIR for the chiller/cogeneration facility was recently certified by The Regents. It should be noted that the Draft 1990 LRDP EIR was prepared before the chiller/cogeneration EIR was finalized, thus the potential impacts of the chiller/cogeneration facility could not be stated with certainty. Since the chiller/cogeneration project EIR has now been certified, the Final 1990

LRDP EIR has been modified and reflects the environmental impacts of the chiller/cogeneration facility as stated in the certified EIR for the chiller/cogeneration facility.

The chiller/cogeneration facility is a separate project: its approval was not dependent in any way on the approval of the 1990 LRDP, and the chiller/cogeneration project included an amendment to the 1983 LRDP. Similarly, the 1990 LRDP is a wholly distinct project from the chiller/cogeneration facility; approval of the 1990 LRDP is in no way dependent upon the implementation of the chiller/cogeneration project.

The EIRs for both the chiller/cogeneration project and the 1990 LRDP address the impacts of both projects in order to fully consider the environmental effects of both projects. The analysis in the Final 1990 LRDP EIR reflects a conservative approach in assessing impacts, by considering the impacts of the chiller/cogeneration facility along with the direct impacts of the 1990 LRDP. In effect, the environmental effects of the chiller/cogeneration facility as identified in the Final EIR for that project are restated in the 1990 LRDP Final EIR. This approach is not intended to suggest that: (1) the chiller/cogeneration facility is part of the 1990 LRDP; (2) the chiller/cogeneration facility was a prerequisite for implementation of the 1990 LRDP; and (3) that either project is a necessary condition for, a sufficient condition for, or even the first step in the implementation of, the other project.

The chiller/cogeneration facility, as explained in the certified Final EIR, consists of a combined central chiller plant to produce 16,000 tons of cooling capacity to serve buildings on the southern portion of the main campus and a 42.8 megawatt cogeneration plant to serve the entire main campus. In certifying the EIR for the chiller/cogeneration facility, the Regents found that the facility was necessary in order to, among other things, replace deteriorating components of the utility infrastructure, obtain the intrinsic environmental and energy benefits of cogeneration, improve transmission line service, and reduce the campus's dependency on Los Angeles Department of Water and Power. It was designed and its EIR was certified to meet current and projected utility and infrastructure requirements of the existing campus, regardless of the ultimate disposition of the 1990 LRDP.

Revisions/Clarifications to the Draft EIR

The Final LRDP EIR has been revised to clarify conclusions, insert additional mitigation measures, and insert new information. Based upon the Final EIR for the Chiller/Cogeneration project, certain components of the project were revised, including:

- improvement of the Selective Catalytic Reduction (SCR) system to reduce the emissions of oxides of Nitrogen (NOx). Although this will increase the estimated volume of SCR catalyst used, the estimated volume of SCR catalyst will remain within the 1,200 to 1,800 cubic

feet estimate provided in this Final EIR. The revision to NOx control will require the use of approximately 15 percent more ammonia. Therefore the estimate of ammonia deliveries has increased from 3 to 4 per year to 4 to 5 per year in this Final EIR. Water consumption and wastewater discharge are not expected to change.

- redesign of the cooling towers to include high efficiency mist eliminators to reduce the cooling tower draft rate and reduce particulate (PM_{10}) emissions.

- engineering modifications to the exhaust stacks to increase the exit velocity of exhaust gases.

- inclusion of a double-walled storage tank for ammonia.

As a result of the modifications to the NOx control equipment and cooling towers, the project emissions would be less than the measurable impact levels defined by the South Coast Air Quality Management District. Therefore, the air quality impact of the chiller/cogeneration project is considered less than significant.

The revisions incorporated into the project are considered minor, and the inclusion of these revisions in this Final EIR is not considered significant new information, as they do not involve any substantial changes in environmental impacts.

The generation numbers shown for energy consumption and wastewater generation were in error, and have been corrected in the Final EIR. Since the conclusion about the level of impact did not change for either energy or wastewater, these revisions were not considered significant new information.

Throughout the Draft EIR, clarifications and additions have been made to the text subsequent to public circulation. These are indicated by line out and underline. That is, text that has been deleted is lined out, and text that has been added is underlined.

Clarifications and changes were made to specific sections of the EIR, including:

- Land Use

  Significance determinations for each zone were clarified, and an additional mitigation measure for the Southwest campus zone was added.

- Parking, Access, Traffic

  Two new mitigation measures were added that specify the cap of 139,500 average daily vehicle trips and acknowledge the campus commitment not to occupy new facilities if the trip cap would be exceeded.

- Archaeological/Historical

  The EIR acknowledges buildings that were included in the State inventory of historic buildings subsequent to distribution of the August, 1990 Draft EIR. A new mitigation measure has been added to provide for campus consultation with the State as appropriate regarding alterations to buildings included in the State inventory.

- Visual Quality

  A new mitigation measure was added to recognize that the third exhaust stack for the Chiller/Cogeneration project has been deleted. A new mitigation measure was added to maintain a landscaped buffer around the western, northern, and eastern boundaries of the main campus. The retention of open spaces designated in the LRDP has also been incorporated as a mitigation measure.

- Hydrology

  Mitigation measure H-1.1 has been revised to include a statement that future projects should be designed to minimize runoff.

- Air Quality

  Based upon revisions to the Chiller/Cogeneration project, the impact of the LRDP is deemed less than significant.

- Noise

  A new mitigation measure has been added to require an acoustical analysis of the Chiller/Cogeneration project.

- Utilities

  The estimate of wastewater discharge in the August, 1990 EIR was in error, and a correct estimate is now included.

- Energy

  The estimate of future energy consumption in the August, 1990 EIR was in error. A correct estimate is now included.

- Hazardous Materials

  Mitigation measure M-1 has been revised per information in the Final EIR for the Chiller/Cogeneration project. A new mitigation measure has been added to acknowledte the requirement to apply for necessary wastewater permits for the Chiller/Cogeneration project.

None of these revisions or clarifications are considered significant new information, as none of the conclusions about the level of impact were changed, except for air quality, where the impact is now deemed less than significant.

Mitigation Monitoring Program

A Mitigation Monitoring Program for the 1990 LRDP will be adopted by the Regents if they make the findings required by Section 21081(a), pursuant to Public Resources Code Section 21081.6. A copy of this mitigation monitoring and reporting program is included in this Final EIR, in Volume IV.

I. SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This summary focuses on the potential environmental effects of the proposed Draft 1990 Long Range Development Plan (LRDP) for the University of California at Los Angeles (UCLA). The level of significance for each impact is defined, and mitigation measures are identified that will reduce impacts from implementation of the Draft LRDP and cumulative development projected to occur in the surrounding community. Areas of controversy that have been raised by members of the community, the University, or agency representatives are also included in the summary.

The summary table at the end of this section summarizes potential environmental impacts, mitigation measures, and the level of significance - both before and after mitigation.

Project Description and Regional Planning Background

This Environmental Impact Report (EIR) has been prepared to evaluate the potential environmental impacts resulting from implementation of the Draft 1990 LRDP. Existing development and projects under construction on campus total 18,932,733 gross square feet (gsf) of building area, including parking structures. Approval of the 1990 Draft LRDP would provide for an additional 2,610,000 gsf for academic, research and support facilities and 1,100,000 gsf of residential facilities for approximately 2,700 students, faculty, and staff.

The Draft 1990 LRDP, and this EIR, also address regional planning issues of significant community concern. While these regional issues are addressed in detail in this EIR's analysis of impacts and mitigation measures, three overall regional planning objectives have guided the preparation of the Draft 1990 LRDP: commitments to effective transportation controls, land use planning on the campus that promotes a "jobs/housing balance," and the conservation of limited resources. In addition to the mitigation measures that are included in this EIR, these regional planning commitments are reflected in the Draft 1990 LRDP's land use planning elements, including housing (using a significant portion of remaining land use resources to develop affordable student, faculty and staff housing) and transportation and parking (including mitigation measures to limit daily traffic trips, expanding existing alternate transportation programs, and committing to no net increases in automobile parking spaces during Draft 1990 LRDP implementation).

The need for additional space and facilities is derived from the program proposals described in the Draft 1990 LRDP, and is based upon recent academic strategic planning processes. These program proposals relate to: existing deficiencies in the amount and type of space, technological or functional obsolescence of existing facilities, and planned and unanticipated program changes that may require additional space during the fifteen year period of the Draft 1990 LRDP.

The purpose of the Draft 1990 LRDP is to establish a land use planning framework for current and projected facility needs and to articulate housing and transportation goals that affect land use. The Draft 1990 LRDP is a land use plan, and does not set priorities for the program proposals, propose implementation plans, or commit the campus to any specific project. If The Regents of the University adopt the Draft 1990 LRDP, approval of any future projects must be preceded by analysis of project specific environmental effects in conformance with CEQA.

Areas of Controversy

The areas of controversy regarding the Draft LRDP are issues that have been raised by members of the community, or agency representatives and include: traffic, building density, parking, loss of open space, removal of landscaping, air quality and regional infrastructure.

Significant Impacts

Implementation of the Draft LRDP is anticipated to generate significant impacts in the following areas: ~~air quality~~, visual quality, water consumption, wastewater, and land use. The summary table in this section describes the type of impacts, the level of significance of each impact before and after incorporation of mitigation measures, and recommended mitigation measures intended to reduce environmental impacts below a level of significance where possible.

Significant cumulative impacts could also result from implementation of the LRDP, in conjunction with the development projected to occur in the related projects area and the region over the next fifteen years. The areas where significant cumulative impacts are anticipated include traffic, air quality, water consumption, wastewater, and solid waste.

A number of mitigation measures are proposed in this document to address project-specific and cumulative impacts. Several of these mitigation measures are located off-campus, and therefore implementation of those measures is not within the jurisdiction of The Regents. The University will, however, upon the jurisdiction's

determination to proceed with each mitigation measure, negotiate with the jurisdiction to determine the University's reasonable pro rata share of the cost for such improvements.

State, Federal and local policies, plans and ordinances govern activities related to transportation, air quality, water consumption, wastewater, and solid waste. These policies are described below.

Regional plans to improve traffic conditions have been developed in the SCAG Regional Mobility Plan and the transportation elements of the Los Angeles General Plan, Westwood Community Plan, and certain interim control ordinances; however, a comprehensive traffic mitigation program for the Westwood area has not yet been developed.

In terms of cumulative air quality impacts, developments will be required to comply with applicable transportation management and emission control measures imposed by the South Coast Air Quality Management District (SCAQMD) pursuant to the 1989 Air Quality Management Plan and the California Clean Air Act.

State requirements for water conservation include the building standards in Title 24 of the Administrative Code.

Development within the City of Los Angeles is required to comply with the City's Water Conservation Ordinance and the Xeriscape Landscape Ordinance. These ordinances address water consumption and wastewater.

To implement the Integrated Solid Waste Management Act, the City and County of Los Angeles must plan to achieve, by 1995, a 25 percent reduction in solid waste disposed of by landfill or incineration and, by 2000, a 50 percent reduction.

Unavoidable Adverse Impacts

Even with incorporation of the recommended mitigation measures, some residual adverse impacts could be unavoidable. Areas where project impacts remain significant and unavoidable include: ~~air quality~~, visual quality, land use, water consumption, and wastewater. Areas where cumulative impacts would remain significant and unavoidable include: traffic, air quality, and utilities (water consumption, wastewater, and solid waste).

This document proposes several mitigation measures for project related and cumulative traffic impacts. Even following the implementation of these commitments, cumulative increases in traffic on local and regional roadways continue to be considered a significant unavoidable impact. In addition, because off-campus roadway improvements and regional transportation strategies are not within the jurisdiction of The Regents to implement, and because some of these improvements and strategies are unfunded or are otherwise uncertain from a technical, economic, legal or political perspective, these impacts are considered significant and unavoidable.

UCLA will comply with applicable transportation management and emission control measures imposed by the SCAQMD pursuant to the 1989 Air Quality Management Plan and the California Clean Air Act. SCAQMD is expected to adopt emissions control measures to implement the plan and to attain ambient air quality standards in the South Coast Air Basin. Because these regional measures are not within the jurisdiction of The Regents to implement, the cumulative air quality impacts of regional growth are considered significant and unavoidable.

The DWP 1985 Urban Water Management Plan includes regional water demand and supply projections as well as demand management and supply enhancement elements. Because these regional elements are not within the jurisdiction of The Regents to implement, and because these elements include measures which are unfunded or otherwise uncertain, the cumulative water consumption impacts of projected regional growth are considered significant and unavoidable.

The City of Los Angeles plans to increase the capacity of the Hyperion Treatment System, but anticipates that limitations will continue to be placed on net new increases of sewer flow to ensure that the improved system can provide adequate service to existing and new users. Thus, potential demand is projected to continue to exceed potential future capacity. Because neither the proposed capacity expansion nor the proposed user limitations are within the jurisdiction of The Regents to implement, and because some elements of planned capacity expansions and demand management strategies are unfunded or are otherwise uncertain, the cumulative wastewater system demand impact of projected regional growth is considered significant and unavoidable.

Because projected regional landfill demand for solid waste disposal continues to exceed regional landfill supply, and because the development and implementation of City and County plans to increase landfill capacity and to conform to the Integrated Solid Waste Management Act are not within the jurisidiction of The Regents, the cumulative solid waste impacts of projected regional growth are considered significant and unavoidable.

Mitigation Monitoring

As of January 1, 1989, all public agencies are required to adopt a mitigation reporting and monitoring program to assure that proposed mitigations are incorporated during project implementation. A mitigation reporting and monitoring program will be developed for the impacts described in this EIR and will be made available for public review in the Final EIR. The draft Mitigation Monitoring Program is included in Volume IV of the Final EIR.

Alternatives

Seven alternatives to the proposed Draft 1990 LRDP are considered in this EIR. Each alternative is described below.

1. No Additional Development - The proposed Draft 1990 LRDP would not be implemented, and UCLA would complete only those projects currently under construction and would not develop any additional buildings or facilities on campus.

2. No New Project - No additional projects would be developed beyond those that have been previously approved in conformance with CEQA.

3. Reduced Development - Total new development would be reduced by an amount that could eliminate or substantially reduce potentially significant or adverse environmental impacts.

4. High Density on Main Campus - Future development would be focused primarily on the main campus, particularly the Core Campus zone, and would preserve the Southwest Zone for potential future needs beyond the timespan of the proposed Draft 1990 LRDP.

5. No Southwest Housing - Implementation of the proposed Draft 1990 LRDP would occur, but without the housing complex proposed for the Southwest Zone.

6. Vacate Leased Space in Westwood - Space currently leased by the University in Westwood and West Los Angeles would be vacated, and those uses would be relocated to permanent facilities in the Southwest zone in addition to the development proposed in the Draft 1990 LRDP.

7. Off-Site Development - All development proposed in the Draft 1990 LRDP would be accommodated on an off-campus site.

TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Land Use			
A-1: Implementation of Draft 1990 LRDP will result in land use intensification and potential for incompatibilities with off-campus land uses for the following zones: Northwest; Central; Core Campus; Bridge; and Campus Services.	LS	A-1: Criteria for siting and design of future development: -Landscape buffers at periphery; -Periphery development access points oriented toward campus; -Zone-specific development compatible with height and bulk of existing land use; and -Incompatibility between campus peripheral uses and adjacent community uses shall be reduced to a less-than-significant level by adoption of feasible mitigation measures.	LS
A-2: Intensification of land uses within the health sciences zone and Southwest zone is considered significant due to potential incompatibilities with off-campus land uses.	S	A-2: To the extent feasible, implement Mitigation Measure A-1 as well as other feasible project-specific mitigation measures.	SU
		A-3: Implement land use planning principles and assumptions for the Southwest Zone contained in the 1990 LRDP.	LS

S = Significant
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SB = Significant Beneficial
SU = Significant Unavoidable Impact Requiring a "Statement of Overriding Considerations" Prior to Project Approval

TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
POPULATION, EMPLOYMENT AND HOUSING			
B-1: Additional 4,695 average weekday on-campus population.	LS	B-1: None required or recommended.	LS
B-2: Additional 2,700 on-campus housing spaces.	LS	B-2: None required or recommended.	LS
B-3: Population increases could result in demand for housing for up to 2,430 faculty and staff beyond what would be provided under the Draft LRDP.	LS	B-3: None required or recommended.	LS
B-4: ~~Purchase of ± 830 existing bed spaces/units within one mile of campus could displace existing residents.~~	~~LS~~	B-4: ~~Implementation of University of California Relocation Regulations to provide relocation assistance to existing tenants.~~	~~LS~~

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
POPULATION, EMPLOYMENT AND HOUSING			
B-5: Up to 4,171 net additional staff and faculty jobs and 933 additional non-student housing units to the SCAG Central L.A. sub-region forecast for the year 2010.	LS	B-5 None required or recommended.	LS
PARKING, ACCESS, TRAFFIC, CIRCULATION AND OTHER TRANSPORTATION MODES			
C-1: Vehicle trips would increase as a result of projected population increase.	S	C-1.1: ~~Continue to aggressively implement~~ Implement additional features of the Transportation Demand Management (TDM) Program which includes: -Shuttle bus services; -Bus pool and vanpool services; -Annual distribution of the UCLA Commuter's Guide; -Carpool matching and parking incentive programs;	LS

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
PARKING, ACCESS, TRAFFIC, CIRCULATION AND OTHER TRANSPORTATION MODES		-Parking control management; -Financial incentives for carpool, vanpool, and bus-pool participants; -Restrict access to main campus facilities for on-campus residents; C-1.2: Development of Southwest zone housing for 2,700 students, faculty and staff; and C-1.3: Commitment to no net increase in supply of parking beyond currently approved level of 25,169 spaces. C-1.4: Total average daily vehicle trips from all vehicles entering and exiting main campus and parking facilities on Southwest zone and UCLA-controlled parking facilities at Veterans Admin. will be maintained at 139,500.	

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
PARKING, ACCESS, TRAFFIC, CIRCULATION AND OTHER TRANSPORTATION MODES			
		C-1.5: If trip cap is exceeded, campus will implement necessary measures to reduce trip generation below the cap. If a project proposed during the LRDP planning horizon will cause exceedance of cap, such project will not be occupied until appropriate trip reductions have been achieved.	
C-2: Traffic patterns will have a significant impact on roadway segments and the intersection of Veteran Avenue and Wilshire Blvd.	S	C-2: Improve street system and traffic signals in the vicinity of Southwest zone including: - -Widen Veteran Ave. north of Wilshire Blvd. providing dual southbound right-turn-only lanes onto Wilshire Blvd;	LS

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
PARKING, ACCESS, TRAFFIC, CIRCULATION AND OTHER TRANSPORTATION MODES		-Realign Weyburn Drive between Gayley Ave. and Veteran Ave. south of existing intersection of Veteran Ave. and Weyburn Drive. -Install new traffic signal at Veteran Ave. with no-right-turn-on-red for westbound travel from Weyburn to northound Veteran Ave; -Install traffic signal at intersection of Kinross and Veteran avenues and design to provide for emergency vehicle exit from existing L.A. City fire station; -Connect following traffic lights (new signals) to L.A. City's Automated Traffic Surveillance and Control (ATSAC) System: - Kinross and Veteran Avenues, - Realigned Weyburn Drive and Veteran Avenue,	

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
PARKING, ACCESS, TRAFFIC, CIRCULATION AND OTHER TRANSPORTATION MODES			
		- Veteran Ave. and extension of LeConte Ave., - Levering and LeConte Avenues.	
C-3: Expansion of TDM Program will increase use of alternative transportation modes and demand for off-campus parking.	LS	C-3.1: Campus will actively promote alternative transportation modes which do not require individual car parking spaces (e.g. vans, busses, shuttles)	LS
		C-3.2: Encourage public agencies to assure that public transit systems have adequate capacity.	
		C-3.3: Campus will maintain and enhance as warranted supply of parking spaces for two-wheeled vehicles.	
		C-3.4: Campus will work with appropriate agencies and interested groups to promote a comprehensive system of bicycle routes in the vicinity of the campus.	

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
PARKING, ACCESS, TRAFFIC, CIRCULATION AND OTHER TRANSPORTATION MODES			
		C-3.5: Site future development on the Southwest zone to accommodate a transit hub for Westwood Village.	
C-4: Construction of new facilities could result in temporary elimination of on-campus parking spaces and could require additional temporary parking for construction workers.	LS	C-4.1: Continue to review parking implications of proposed facilities on a project-specific basis. Whenever feasible, undertake supply enhancement prior to removal of existing parking spaces. C-4.2: Continue to provide off-campus parking and shuttle services for construction workers.	LS
BIOLOGICAL RESOURCES			
D-1: Landscaping could be affected by implementation of the Draft 1990 LRDP.	S	D-1.1: Project-specific analysis; D-1.2: Removed trees available to public;	LS (depending on project specific

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SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIOLOGICAL RESOURCES			
		D-1.3: New landscaping;	~~impacts.)~~
		D-1.4: Perimeter landscaping;	
		D-1.5: Oak tree replacement.	
ARCHAEOLOGICAL/HISTORICAL RESOURCES			
E-1: Possibility of archaeological or historical remains.	S	E-1: Archaeological survey, determination, and appropriate actions.	LS ~~(depending on project-specific impacts)~~
E-2: Possibility of demolition or substantial remodeling of historic structures.	S	E-2.1: Historic Structures Survey.	LS ~~(depending on project-specific impacts)~~
		E-2.2: Additions and/or expansions of existing buildings will be designed to complement existing architectural character.	

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
ARCHAEOLOGICAL/HISTORICAL RESOURCES (continued)		E-2.3: If any projects are proposed within the designated Historic Building zone, or would alter or affect the historical aspects of any buildings included in the State Inventory, the Campus will consult as appropriate with the State Historic Building Code Board and/or the State Historic Preservation Officer.	
VISUAL QUALITY			
F-1: Chiller/cogeneration facility: cooling towers and exhaust stacks	S	F-1.1: Building materials compatible with adjacent buildings and provision of rooftop screening devices are design objectives of the project.	SU
		F-1.2: Elimination of the third exhaust stack.	
F-2: Additional development under LRDP could have adverse impact.	LS	F-2.1: F-2: Each project other than the Chiller Cogeneration facility will be designed to: Retain public views; Protect designated open spaces and view corridors; Light/glare, shade/shadow measures.	LS

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
VISUAL QUALITY (continued)			
		F-2.2: Maintain western, northern, eastern edges of the main campus as a landscaped buffer. Place buildings of appropriate scale on the edge only to mark various campus entrances.	
		F-2.3: The Franklin O. Murphy Sculpture Garden, Dickson Plaza, Janss Steps and the Mildred C. Mathias Botanical Garden shall be preserved as open space during the LRDP planning period.	
GEOLOGY, SOILS AND SEISMICITY			
G-1: Construction in high seismic risk zone; Possible groundshaking and structural damage.	S	G-1.1: On-site geotechnical investigations by a California Certified Engineering Geologist consistent with University Policy on Seismic Safety;	LS

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
GEOLOGY, SOILS AND SEISMICITY			
		G-1.2: Adherence to Title 24 of California Administrative Code/Uniform Building Code Seismic Zone 4 standards.	
		G-1.3: Continue to implement seismic upgrade of existing buildings.	
G-2: Construction in area of potentially unstable slopes or differential settlement.	S	G-2.1: On-site geotechnical investigations; G-2.2: Site work in compliance with University Policy on Seismic Safety.	LS
G-3: Construction could result in increased erosion.	S	G-3: Project specific erosion-control plans.	LS
HYDROLOGY AND WATER QUALITY			
H-1: Implementation of the LRDP will have an impact on the stormwater drainage system.	S	H-1.1: Upgraded stormwater drainage system, measures to reduce runoff; H-1.2: Open spaces, landscaping, semi-permeable pavements.	LS

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HYDROLOGY AND WATER QUALITY			
H-2: Potential soil erosion downstream during construction.	S	H-2: Project-specific erosion-control plans.	LS
H-3: Potential excavation impacts on groundwater.	S	H-3: Groundwater levels assessed and mitigated on a project-specific basis if project will involve excavation of soils.	LS
AIR QUALITY			
I-1: Demolition of existing structures and construction of new facilities would generate short-term emissions of air pollutants.	LS	I-1.1: Minimize air quality impacts by good construction practices and conformance with applicable SCAQMD requirements. I-1.2: Construction contracts will contain specifications designed to control construction-related emissions.	LS

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
AIR QUALITY (continued)			
I-2: Potential localized increases in carbon monoxide emissions from campus-related traffic.	LS	I-2: Implement traffic mitigation measures C-1.1, C-1.2, C-1.3, C-1.4, C-2, C-3.1, C-3.2, C-3.3, C-3.4, and C-3.5.	LS
I-3: Implementation of Draft 1990 LRDP would result in new development requiring electricity, cooling, and heating services which could increase air emissions in the South Coast Air Basin.	S LS	I-3: Development of chiller/cogeneration facility, which will include control and design measures to meet all emission requirements of the SCAQMD and compliance with applicable air quality laws and regulations.	S LS
I-4: Implementation of the Draft 1990 LRDP would increase emissions of toxic air contaminants.	LS	I-4.1: Design of chiller/cogeneration facility incorporates Best Available Control Technology (T-BACT) I-4.2: Fume hood operation monitored as required by California Code of Regulations Title 8. I-4.3: Effect of stack shape and exhaust velocity will be analyzed in selecting appropriate design for fume hood vents.	LS

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
AIR QUALITY (continued)		I-4.4: New or modified air exhaust systems will be designed so that vents are on or above the roof level of buildings. I-4.5: Fume hoods where Iodine 125 would be used in its gaseous state for iodination would be provided with a filter to reduce emissions of the radioisotope to the atmosphere. Xenon 133 would be used only in association with the proper trapping device to control emissions.	
NOISE			
J-1: Construction-related noise would cause short-term increase in ambient noise levels in vicinity of project sites.	LS S	J-1: Implement following measures to minimize noise levels: by contract specifications, schedule construction activities to minimize disruption to area residences and campus users; by contract specification, require noise from construction equipment to be muffled or otherwise controlled; schedule loading and unloading in morning or afternoon hours where	LS

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
NOISE (continued)		possible; stationary equipment placed to direct noise away from sensitive receptors; and stockpiling and staging areas located as far as practical from sensitive receptors.	
J-2: Draft LRDP will result in long-term noise impacts.	LS	J-2: Environmental documentation will be prepared for each project, which will include an assessment of the noise impacts of each project. Implementation of specific mitigation measures will be considered for each proposed project.	LS
J-3: Proposed housing in Southwest zone could expose future occupants to ambient noise levels in excess of State standards.	S	J-3: Proposed dwellings located or designed so that interior noise level will not exceed 45 Ldn; and potential noise impacts will be evaluated as part of design review for all projects and, if necessary, project-specific mitigation measures will be identified. All housing will comply with Title 24 of the California Administrative Code.	LS

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
NOISE (continued)			
J-4: Operation of Chiller/ Cogeneration facility will result in long-term increases in ambient noise levels	S	J-4: Acoustical analysis report to be prepared prior to construction of the Chiller/Cogeneration project which contains mitigation measures to limit ambient noise level increases of nearest sensitive receptor to no more than 3 dBA.	LS
UTILITIES			
K-1: LRDP implementation will result in an increase in water consumption	S	K-1.1 Monitor annually amount of new building area on campus to determine additional demands on water system. K-1.2: New facilities (except patient care in medical center) shall be equipped with low flow showers, toilets, and urinals in conformance with state law. K-1.3: If consistent with proposed uses, new landscaping shall use drought-resistant plants. K-1.4: Provide maintenance service to promptly detect and repair leaks in water and irrigation pipes.	SU

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
UTILITIES (continued)		K-1.5: Retrofit cast iron irrigation pipes with PVC pipes and automatic timer system. K-1.6: Avoid using water to clean sidewalks, walkways, driveways, and parking areas. K-1.7: Avoid serving water at UCLA food service facilities except upon request. K-1.8: Promptly detect and repair leaks. K-1.9: Provide ongoing water treatment programs for campus cooling equipment. K-1.10: Provide education for Facilities Management and general Campus employees on the importance of water conservation.	

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
UTILITIES (continued)		K-1.11 Reduce water pressure in plumbing and pipe systems where feasible to reduce the flow of water from faucets, showers, and other plumbing fixtures. K-1.12 If individual projects under the 1990 LRDP create additional water demand beyond available water supplies, development shall be deferred pending availability of adequate water supply.	
K-2: Additional 20,105 pounds of solid waste daily.	S	K-2: Develop and implement a solid waste reduction and recycling program designed to result in a minimum 25% reduction in total quantity of campus solid waste disposed of in landfills during the LRDP plan period.	LS
K-3: Additional ~~997,530~~ 900,750 gallons of wastewater daily.	S	K-3.1: Implementation of water conservation measures K-1.1 through K-1.7. K-3.2: Project specific evaluation of sewer line and treatment plant capacity.	SU

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
UTILITIES (continued)		K-3.3: The campus will negotiate with L.A. City to determine the campus' fair share of the cost for sewer system improvements and will reimburse the agreed upon amount to the City.	
ENERGY			
L-1: Additional electricity consumption over current levels.	LS	L-1: None required or recommended.	LS
L-2: Additional gas consumption over current levels.	LS	L-2: None required or recommended.	LS
L-3: Implementation of the LRDP will result in increased efficiency in the use of energy by UCLA.	LS	L-4: None required or recommended.	SB
HAZARDOUS MATERIALS			
M-1: Increased use of hazardous materials on campus.	S	M-1.1: For Chiller/Cogeneration Facility, incorporate ammonia pressure containers and other safety features as required per Calif. Code of Regs., OSHA Regs., ANSI Safety requirements, and the UCLA Business Plan. Prepare Risk Management and Prevention Program.	LS

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HAZARDOUS MATERIALS (continued)			
		M-1.2: Inform employees and students of hazardous materials minimization strategies and require the implementation of these strategies.	LS
		M-1.3: Before Chiller/Cogeneration Facility is operational, update Disaster Response Plan and Business Plan as necessary.	LS
M-2: Chiller/Cogeneration Project will involve installation of new underground storage tanks.	LS	M-2: None waranted.	LS
M-3: Increased quantity of hazardous materials transported to UCLA.	LS	M-3: None required or recommended.	LS
M-4: Increased generation of hazardous waste on campus.	LS	M-4: ~~None required or recommended.~~ Once Chiller/Cogeneration project design is finalized, UCLA will apply for appropriate industrial wastewater discharge or other permits associated with wastewater discharge and treatment to the Los Angeles Department of Sanitation.	LS

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
PUBLIC SERVICES (continued)			
PUBLIC SERVICES			
N-1: Additional police personnel required to maintain existing service levels.	S	N-1.1: Assess police staffing and equipment needs, encourage increase in staffing levels and equipment to meet needs generated by on-campus population increases.	LS
		N-1.2: The Campus police will continue its current practice of cooperating with the L.A. City Police Department in policing areas adjacent to the campus.	
		N-1.3: Provide campus police and West Los Angeles police with diagrams with floor plans of new structures.	

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
PUBLIC SERVICES (continued)			
N-2: Increased need for fire protection systems and prevention services on campus.	S	N-2.1: New structures designed with adequate fire protection features in compliance with state law and the requirements of the state fire marshall. Building designs reviewed by appropriate campus staff and government agencies.	LS
		N-2.2: The adequacy of water supply and water pressure will be determined before implementation of specific projects.	
		N-2.3: Adequate access will be provided to within 50 feet of the main entrances of occupied buildings to accommodate emergency ambulance service.	
		N-2.4: Adequate access for fire apparatus will be provided within 50 feet of stand pipes and sprinkler inlets.	

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
PUBLIC SERVICES (continued)			
		N-2.5: Service roads, plazas, and pedestrian walks that may be used for fire or emergency vehicles will be constructed to withstand loads up to 45,000 pounds.	
		N-2.6: As implementation of the Draft 1990 LRDP occurs, assess campus fire prevention staffing needs, encourage increases in staffing as determined by such needs assessments.	
N-3: Proposed development will increase the need for local fire suppression and emergency response services.	LS S	N-3.1: Accident prevention features reviewed and incorporated into new structures to minimize the need for emergency response from L.A. City where feasible.	LS
		N-3.2: Provide specialized training as needed to local emergency response personnel and encourage increased staffing levels for local fire agencies.	

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TABLE I-1
SUMMARY OF ENVIRONMENTAL EFFECTS
(continued)

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
PUBLIC SERVICES (continued)			
N-4: Implementation of Draft 1990 LRDP will cause increased enrollment demand on local public schools.	LS	N-4: None required or recommended.	LS
N-5: Increased demand for parks and recreational facilities on- and off-campus.	LS	N-3: None required or recommended.	LS

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ERRATA SHEET FOR THE UCLA 1990 LRDP FINAL EIR VOLUME I

Section IV. C. Parking, Access, Traffic, Circulation and Other Transportation Modes

Mitigation Measure C-4.2, on page I-13 should read as follows:

Continue to provide remote parking and shuttle services for construction workers if onsite parking is unavailable.

Mitigation Measure C-4.2, on page C-51 should read as follows:

If onsite parking is unavailable, construction workers will park at remote lots designated by the campus and will utilize shuttle services to travel from the remote lot to the project site.

Section IV. F. Visual Quality

Mitigation Measure F-1.2, on page F-14 should be two separate mitigation measures as follows:

Mitigation Measure F-1.2: Following review of the project design, the third exhaust stack has been eliminated. The exhaust for the auxiliary boiler will be routed to one of the gas turbine/residual heat recovery stacks.

Mitigation Measure F-1.3: Revise the project design to reduce the height of the exhaust stacks.

The design objectives of the project recognize the campus' desire to screen views of the project components from adjacent areas. The height of the exhaust stacks will affect the ground level concentrations of air pollutants emitted from the cogeneration component of the Chiller/Cogeneration project. Reducing the height of the exhaust stacks would increase the ground level concentrations, which would result in a significant adverse impact, which the campus has deemed undesirable. The proposed height of the exhaust stacks is therefore necessary to partially mitigate the air quality impacts of the project. Reducing the stack height as a mitigation measure would lessen the significance of the projects' visual impacts, but it would require sufficient changes to the overall project design such that achieving the objectives of the project would be infeasible. While considered in this EIR, this mitigation measure has not been incorporated into the project at this time by the campus.

Section IV. I. Air Quality

Mitigation Measure I-1.2 on page I-13.1 should read as follows:

Construction contracts will contain specifications designed to control construction-related emissions, including: regular watering of exposed ground surfaces; covering stockpiles of excavated materials; street sweeping if silt from construction sites is carried over to adjacent public thoroughfares; and keeping the engines on construction equipment in good operating condition.

Section IV. K. Utilities

The second sentence of Mitigation Measure K-2 on page K-10 should read as follows:

The recycling component of this program shall include a "white paper" recycling program for classrooms and offices and the use of "green waste" for composting.

Section IV. M. Hazardous Materials

Mitigation Measure M-1, page M-23, paragraph four, first sentence should read as follows:

The Campus will also prepare a Risk Management and Prevention Program (RMPP) for the project which will meet the following objectives: 1) systems safety review of design for new and existing equipment; 2) safety evaluation of standard operating procedures; 3) systems review for reliability; 4) preventive maintenance procedures; 5) risk assessment for failure of specific pieces of equipment or operating alternatives; 6) emergency response planning; and 7) internal or external auditing procedures to ensure that safety programs and safety engineering controls are being executed as planned.

Impact M-2 on page I-25 of the Summary Table should read as follows:

Chiller/Cogeneration project will involve installation of new storage tanks.

Impact M-2 on page M-23.1 should read as follows:

The Chiller/Cogeneration project will involve installation of new storage tanks. Storage tanks for ammonia (used in emission controls) and fuel oil (backup fuel) will be installed on the project site as part of the project.

Section VI. Alternatives

Alternatives 2 and 7 specifically consider aspects of the Chiller/Cogeneration project in their assessments of environmental impacts.

Alternative 2 assumes that the Chiller/Cogeneration project would be included in the analysis as a "new project", one that has not been previously approved in conformance with CEQA. Subsequent to the publication of the Draft EIR, the Chiller/Cogeneration project was approved in conformance with CEQA. The Final EIR treats, for the purposes of Alternative 2 only, the Chiller/Cogeneration project as a "new project". Therefore, the analysis notes that effect of the absence of the Chiller/Cogeneration facility on Visual Quality and Energy.

If the Chiller/Cogeneration facility was not considered a "new project", the analysis in Alternative 2 would note that the effect on Visual Quality and Energy would remain the same as in the proposed 1990 LRDP.

This version of Alternative 2 would remain infeasible under this scenario because, like the original Alternative 2, it would not meet the 1990 LRDP project objectives and overriding considerations.

Since Alternative 7 was drafted, reviewed and considered prior to the approval of the Chiller/Cogeneration project as a separate project in conformance with CEQA, the analysis in Alternative 7 considers the option of moving the Chiller/Cogeneration facility off-site. The Final EIR includes this analysis for the purposes of Alternative 7 only.

Given the Chiller/Cogeneration project's current separate project status, the Chiller/Cogeneration facility will not be moved to an off-site location.

The analysis in Alternative 7 would change under this revised scenario because the visual quality effect of an off-campus Chiller/Cogeneration facility would not occur. Also, the beneficial energy impact of an on-campus Chiller/Cogeneration facility would be realized. This version of Alternative 7 would remain unfeasible because of its lack of relationship to the 1990 LRDP project objectives and overriding considerations.